

OPEN SPACE TRAIL SYSTEM PLAN



view of the Contoocook River from the old railroad bed

FOR THE

TOWN OF HENNIKER, NEW HAMPSHIRE

Produced by the Henniker Trails Steering Committee and
by the Central NH Regional Planning Commission
*through funds from the NHDES Regional Environmental Planning Program
(REPP)*

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July 1999



The Only Henniker On Earth

Produced by:

Henniker Trails Steering Committee
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and

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*Through the Year-Two Regional Environmental
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It was created through a cooperative effort of volunteers and staff of the Town of Henniker, the CNHRPC, and NH Department of Revenue and Economic Development (NHDRED).

The Henniker Trails Steering Committee met on a monthly basis for four months and provided review and comment in the interim. Many members of the public and of municipal boards participated in one or more meetings. The Steering Committee, represented by a wide variety of interests within the Town, was comprised of the following individuals.

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Nicholas Beldycki - GPS trails
Michael Tardiff - GPS trails
Matthew Walsh - GPS trails

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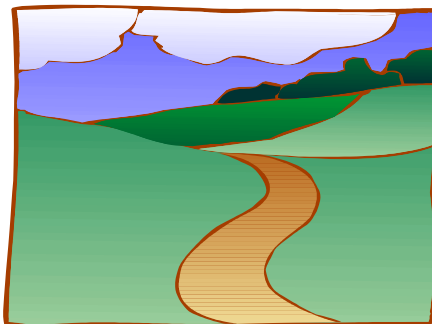


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EXECUTIVE SUMMARY

This document was produced by the Henniker Trails Steering Committee and the Central New Hampshire Regional Planning Commission over the course of four months of research and meetings. The purpose of creating such a Plan is to focus on what needs to be accomplished in order to protect the open space in Henniker and to create a trail system which gives residents and visitors alike the opportunity to enjoy and further appreciate the Town's open space.

This Open Space Trail System Plan, which can be adopted as an element of the Master Plan, had three goals to accomplish:

1. Inventory existing public lands, easements, rights-of-way, and trails;
2. Determine where linkages to the lands and trails should be obtained;
3. Provide recommendations on how to obtain the linkages and maintain a trail system.

By using the Town's tax maps and associated tax assessor's index, information was collected on the conservation land easements and permanently protected lands of the Town; on public or private parcels, such as those owned by utility companies, that could potentially be available for public use with landowner permission; on rights-of-way parcels such as those that encompass former railroad rights-of-way and utility line easements and those that abut Class VI roads; and finally, on the parcels which harbor existing non-motorized and motorized trails. All of the information that was collected is public information readily available at Town Hall.

Five maps accompany the Plan. The **Base Map** shows the names and classifications of all of the roads in Henniker plus its streams and ponds, while the **Topographic Map** shows 20' contour lines. The **Public Lands, Easements, and Rights-of-Way Map** shows where the Town-owned land is located as well as other "public" lands, and the **Existing Trail System Map** shows where the official and unofficial trails are located within Town. For the **Existing Trail System Map**, Global Positioning System (GPS) technology was employed to record the actual location of some of the trails. The last map, the **Proposed Open Space Trail System Map**, is the culmination of the research and recommendations of this Plan. It depicts existing and proposed trails, trail linkages, and existing conservation and public lands.

After the extensive inventorying and data collection process, a series of General Recommendations were made to help Henniker retain its rural character, to create a trail system, to encourage a greater sense of community, and to enlarge its undeveloped open space landscape. In addition, specific Recommendations were made based upon the identified opportunities within Town. The opportunities included the Railroad/Contoocook River Corridor, US Army Corps of Engineers Land, Powerline Corridors, Conservation and Public Land, Class VI Roads, and Snowmobile Trails. In order to assist the Town with meeting these Recommendations of the Plan, comprehensive sections on implementing the Recommendations have also been included.

The following is a complete listing of the Recommendations within the Plan. The circles and boxes refer to the specific trail as depicted on the **Proposed Open Space Trail System Map**; the

0

indicates an existing trail while the

z

indicates a proposed trail or trail linkage.

General Recommendations of Open Space Trail System Plan

- General Recommendation: Establish a permanent Trails Committee, comprised of various interests within Town, in order to oversee the maintenance of any trails that the Town wants to establish and to begin initiating contact with landowners of existing and proposed trails.
- General Recommendation: Adopt this Open Space Trail System Plan as a sub-element of the updated Master Plan.
- General Recommendation: Work with the Henniker Trail Travelers to learn how to approach landowners and to enter into a cooperative trail creation and maintenance relationship.
- General Recommendation: Educate the landowners of parcels under current use, particularly owners of those parcels without buildings on them, of the benefits of conservation easements.
- General Recommendation: Enter into a working relationship with New England College which would provide for the linking of Town and College Trails.
- General Recommendation: Pursue appropriate Town-owned tax-deeded parcels as permanent Town Forests or Town Parks through Town Meeting (see **APPENDIX A**).
- General Recommendation: Gain public support by holding a series of public educational sessions about land protection, stewardship, what the Conservation Commission and Trails Committee do, and about this Open Space Trail System Plan. Alternatives include writing a series of news articles, writing and distributing flyers, or holding one-on-one meetings with landowners.
- General Recommendation: Publicize the public trails within Town by publishing a brochure, creating a trail-specific map series, or by holding special events.
- General Recommendation: Pursue grant funds to help meet the Recommendations of this Plan.
- General Recommendation: Amend the Site Plan Review Regulations and Subdivision Regulations (for major subdivisions) to require developers to donate easements or land and to require construction of trails on properties near existing or proposed trail networks.
- General Recommendation: Review the Zoning Ordinance and Subdivision and Site Plan Review Regulations for how they can be improved to help meet the Recommendations of this Plan.
- General Recommendation: Designate any trail which the Town wants to promote as a "Town" trail as a Class A or Class B trail (see **IMPLEMENTATION MEASURES**).

Recommendations of Railroad / Contoocook River Corridor

Recommendation:

1 4 5

Contact each landowner who owns the land on which the former railroad right-of-way falls to ask for specific permission for use of the trails. The most likely segments to pursue would be the Hopkinton to Contoocook River segment, the Western Avenue to Browns Way segment, and the Route 114 to Weare segment. Where appropriate, motorized access should be requested for snowmobiles, motorbikes and ATVs.

Recommendation:

2 3

Investigate the location of "lost" railroad segments with landowner permission and revitalize them as linkages to the existing railroad bed trails.

Recommendation:

Create public access areas on the Contoocook for passive (non-motorized)

Recommendations of US Army Corps of Engineers Land

1 2 3 5 9 14 15 16 17 18 F

Recommendation:

Work with the Army Corps to raise public awareness of recreational trails and parks, and offer to help maintain some of the existing trails by becoming "trails stewards".

Recommendation:

Obtain a detailed map which depicts all of the viable trails in the Reservoir area and all of the public access points/parks. Obtain permission to detail them in the Plan.

Recommendation:

Determine who the lessees are of the Army Corps land and where the leased land is located. Contact the lessee to get their cooperation with the objectives of this Plan.

Recommendations of Powerline Corridors

Recommendation:

Contact Public Service of New Hampshire (PSNH) to ascertain their interest in working to create a trail system using their powerline easements. They may be willing to help talk to the landowners.

Recommendation:

F

Contact the landowners and PSNH for permission to create a trail on the powerline corridor crossing the Contoocook River. Non-motorized use of powerline corridors may be most appropriate.

Recommendation:

C

Contact the landowners and PSNH for permission to create a trail segment on the powerline corridor between Depot Hill Road and Patterson Hill Road. Non-motorized use of powerline corridors may be most appropriate.

Recommendations of Trails on Conservation and Public Land

Recommendation: Create self-contained trails and trails that link to existing trails on lots that were retained as Town Forests at Town Meeting (see **General Recommendations**).

Recommendation: Create a trail on the existing woods roads at Totten Trails State Forest by working with NH DRED and the Henniker Trail Travelers.

11

Recommendation: Work with New England College to link their trails into a town-wide trail system (see also **General Recommendations**) by creating new trails and establishing linkages to the Contoocook River and to Falkner Road.

21

C

Recommendation: Create a trail at the end of Whitney Road to Liberty Hill Road that travels through the privately conserved parcel by working with the Society for the Protection of NH Forests.

A

Recommendation: Create a trail linkage from the private trails off of Freeman Colby Road to Colby Hill Road by working with private landowners.

6

B

Recommendation: Create a trail linkage from the private trails off of Tower Road to Craney Pond Road by working with private landowners.

8

D

Recommendation: Create a trail between the Town-owned land on Craney Pond to the Town-owned land on Pasture Lane by working with the private landowners in between.

E

Recommendation: Create a trail beginning with a linkage from the Middle Pond snowmobile trail segment, connecting to and traveling along with the PSNH powerline corridor, and completing a loop in the bow of the Contoocook River by working with private landowners, Henniker Trail Travelers, PSNH, Army Corps of Engineers, and NH DRED.

F

Recommendations of Additions to Conservation and Public Land Holdings

Recommendation: Narrow down potential areas to focus on while attempting to fulfill the objectives of this Plan.

Recommendations of Class VI Roads

- Recommendation: Undertake an on-foot survey of all Class VI roads within Town to gauge their ability to sustain certain types of trails usage.
- Recommendation: Identify for designation as Class A or Class B trails some of the Class VI roads within Town by working with abutting landowners (see **IMPLEMENTATION MEASURES**).
- Recommendation: Work with abutting landowners to share maintenance and monitoring duties of the trails or the Class VI roads being used as trails.
- Recommendation: Conduct research to ascertain if any of the Class VI roads have been voted at Town Meeting as permanently discontinued.

Recommendation of Snowmobile Trails

- Recommendation: Work with the Henniker Trail Travelers to approach landowners for permission to use some of the established snowmobile trails during the summer (see also **General Recommendations**).
- Recommendation: Work with the Henniker Trail Travelers to monitor and/or maintain snowmobile trails that are available for public summer use.



I. INTRODUCTION

As the primary constraints for producing a study or plan of any type are time and money, the Regional Environmental Planning Program (REPP) afforded an opportunity to produce this Plan that may not have otherwise become available. Knowing how much the Town values its identity and has the desire to balance economic development with conservation, the CNHRPC approached the Town of Henniker with an offer to produce an Open Space Trail System Plan at no cost to the Town other than volunteer review and comment. This Plan is intended to serve as a guide toward the creation of a trail network through identification of existing and potential trails and the properties on which they fall; with landowners' permission to utilize a portion of their land, these trails would adequately serve the purposes of conservation, recreation, and economy.

IMPORTANCE OF OPEN SPACE AND RECREATION

Why do people settle in Henniker and make their homes here? Perhaps they are attracted by the convenience of nearby Concord but want to live in a quiet rural setting; perhaps they have lived here all their lives and have watched the swells and ebbs of industry and development over the years; perhaps the real estate market has influenced the decision to purchase land or a home here. Whatever the personal reasons to "hang one's hat" in Henniker, the fact is that this hearty community thrives on tireless residents who work incessantly to see that their Town is preserved in the best manner possible while remaining economically attractive to businesses. This critical balance of development and conservation can be illustrated by the benefits of open space and recreation.

A community's residents have a need to interact with one another in a socially responsible way. The activities at New England College, for example, provide occasion to meet friends and neighbors. The popularity of outdoor-related common areas, such as Amey Brook Park, Army Corps of Engineers' recreational land, and school ballfields, is widely renowned. These valuable opportunities help tie the community together by allowing residents to recreate in structured, in-Town settings. Businesses, non-profit organizations, and tourists are attracted to these types of community gatherings and their locations.

Henniker has special characteristics which lend themselves to outdoor recreation. The slowly meandering Contoocook River, which bisects the Town, provides habitat to fishes and birds and provides swimming opportunities for people. The floodplains held by the Army Corps of Engineers are protected lands which are actively being used by hikers and snowmobilers alike. The invaluable resource of open space and solitude are an important component in the recreational opportunities of any community. Recognizing this importance, private landowners open their lands to their neighbors for hiking, hunting, snowmobile and other outdoor activities.

New Hampshire itself is prized for its rural character and its eclectic types of outdoor recreation. Our legislators, recognizing the population and development boom that has been occurring since the mid 1980's, have passed a number of laws designed to preserve our open spaces and encourage stewardship of our natural resources. In 1993, the Land Conservation Investment Program (LCIP) unofficially concluded its six-year mission to protect 248 properties, totaling 101,000 acres, in New Hampshire through a successful public-private partnership. The NH Department of Fish and Game (NH F&G) also holds thousands of acres of conserved land, the vast majority of it accessible to the public for hunting, fishing, snowmobiling, hiking, and other uses. The NH Department of Resources and Economic Development (NH DRED) has similar land holdings and hosts grant programs to promote the development and maintenance of trails. Many private and non-profit organizations also hold easements and titles to key resource parcels. In New Hampshire, open space activities, including tourism, account for 25% of our gross State product.

Incentives given to private landowners encourage them to open their property for use by the public. The Current Use Taxation law (RSA 79-A:1), in effect since July 1973, is a way for property owners to receive a tax reduction based upon their agreement to keep their land undeveloped. Forestry and agriculture are encouraged. This law also offers a 20% reduction of the current use assessment if a property owner agrees to allow the public recreational access to the land 12 months of the year (RSA 79-A:4). Municipalities may adopt a Land Use Change Tax Fund (RSA 79-A:25-a) that places the money acquired from a property leaving current use into a fund, separate from the general fund, for the purpose of purchasing easements or parcels for conservation.

A healthy, diverse community is a great attraction to business, tourists, and new residents. What makes a community appealing is its fine balance of development and conservation. The link between open space and recreation is distinct, and it is beneficial for both landowners and the public. There are many types of recreation possible on these lands, and this Plan will focus on the benefit of trails. A trail network will serve to allow alternative modes of transport, particularly for recreation, throughout Henniker. The Open Space Trail System Plan for Henniker will identify those existing trails and linkages which could be established through landowner contact and cooperation and offer guidance on how to succeed on the Recommendations of this Plan.

HENNIKER MASTER PLAN FINDINGS

A municipal Master Plan (RSA 674:2-4) is intended to be a guide to the current and desired conditions of the Town. These conditions are inventories in the elements, or chapters, of a Master Plan. Typical Master Plan elements include Transportation, Land Use, Future Land Use, Conservation and Preservation, Historical, Population and Economics, Housing, and Community and Recreational Facilities. The Master Plan, adopted by the Planning Board, is the legal basis for the Zoning Ordinance, Subdivision Regulations, and Site Plan Review Regulations of the Town.

An Open Space Trail System Plan is a complement to a Master Plan because it is designed in conjunction with the findings and goals of the Master Plan. Specifically, the Open Space Trail System Plan can be considered a sub-element of the Conservation and Preservation Element and can be adopted by the Planning Board as such at any time.

Henniker's Master Plan was last produced in 1988, with the assistance of the CNHRPC. Although there are currently no laws which require an updated Master Plan within a particular time frame of the last

version of the Master Plan, the generally accepted span of time between updates is five to seven years. One of the most common times to produce an updated Master Plan is after the decennial census is completed and its data becomes available to the general public.

The Town of Henniker is currently looking into updating its Master Plan. In November 1998, the Town participated in a Community Profile exercise led by the University of New Hampshire Cooperative Extension over two days. Approximately 220 people participated in the sessions to talk about the characteristics of their community as well as provide suggestions for improvements and create a list of specific goals and projects.

Some of the final recommendations discussed through the Community Profile process included:

- γ Creating a Community and Cultural Center to focus on establishing activities for all age groups,
- γ Updating the Master Plan, and the
- γ Preservation of open spaces through partnerships with landowners, developers, and existing organizations.

These three goals tie in with the intent of this Open Space Trail System Plan, with the general concepts being echoed throughout this document.


METHODOLOGY


In order to start the process of creating an Open Space Trail System Plan, a group of volunteers representing public and private interests in Henniker formed. Meeting four times between April 1 and July 31, 1999, the Henniker Trails Steering Committee provided guidance to as well as review and comment on the maps and materials that CNHRPC produced. In addition, many also wrote descriptions of different trails or parcels.

At the first meeting on May 5, the volunteers corrected the road names and classifications within Town, identified the former railroad rights-of-ways and existing trails, and verified land permanently protected from development. At the second meeting on May 27, volunteers reviewed the first draft of this Plan and the resulting draft trails map. At the third meeting on June 17, the volunteers reviewed the second draft of Plan and the draft open space trail system map to be incorporated into the Plan. At the fourth meeting on July 8, the volunteers reviewed the final version of the Plan that CNHRPC staff would be assisting with. After the publication of this July 1999 version, the Henniker Trails Steering Committee will decide whether to further review and amend the Open Space Trail System Plan before bringing the document before the Planning Board.

In between the meetings, CNHRPC staff researched the parcels on which the trails and rights-of-way fell in Town Hall, and researched the conservation land and Town-owned land using the Town tax maps and the April 1999 tax assessment index. Detailed parcel information was obtained, including Map and Lot number, Acreage, and if the parcel was not currently protected from development, whether the parcel was in Current Use and if a Building was located on it. Information of this nature not only provides description of the parcel, but may also be relevant in determining the likelihood of the landowner to grant public access to the parcel. All of this information is available and accessible to the general public during normal Town Hall business hours.

In addition, if the parcel had a trail/right-of-way on it, was publicly owned, or was protected from development, educated assumptions about the Enforcement of the management responsibilities were listed as well as if the landowner has granted permission for any Public Uses of that parcel. Where the Enforcement or Public Uses were unclear on a parcel, the Henniker Trails Steering Committee felt it most appropriate to defer to the privacy of the landowner.

Using a Global Positioning System (GPS) unit, CNHRPC staff located several of the trails identified by Steering Committee members, and the former railroad right-of-way. Individuals walked the trails with the GPS unit, which uses orbiting satellites to record the actual position of objects (trails, in this case) on the ground. The resulting data from the GPS unit can be used in a Geographic Information System (GIS) for the production of maps. In this Open Space Trail System Plan, GPS'd trails data has been incorporated into and used with existing GIS data layers to create the maps found at the back of this Plan. The trail segments that have been located using a GPS are indicated by a symbol beside their descriptions in the two  **INVENTORY** sections.

An important limitation of GPS to consider is its inability to correlate to the Town's tax maps because of different source data and different scales. Therefore, the tax map has not been used with this map series. Those trails indicated in the Plan with a  may or may not have the appropriate parcels listed. Additional field checking should be completed.

After completing of the inventory of conservation lands, easements, rights-of-way, and trails, the Henniker Trails Steering Committee examined these assets and presented a proposed open space trail system. This system incorporates the existing trails and protected lands findings with the potential future trails and open space options, and gives a series of Recommendations to be undertaken for reaching the goals of the system.

Staff of the CNHRPC consulted with the Trails Bureau staff of the NH Department of Revenue and Economic Development (NH DRED) to ensure that relevant issues were adequately addressed in the Plan. In addition, staff of the NH Municipal Association (NHMA) was consulted to verify the accuracy of the references to the NH Revised Statutes (NH RSAs).

*The Henniker Steering Committee and CNHRPC staff completed this Plan to the best of their ability with the information that was available. Additional research needs to be completed on the former railroad rights-of-way and on the status of each Class VI road; further investigation should be undertaken before performing any legal procedure suggested in the **IMPLEMENTATION MEASURES**. Although there are no guarantees on the accuracy of the data presented or on the interpretations made of the NH RSAs, everyone involved with this Plan put forth their best faith efforts in order to produce a viable,*

GOALS OF THE OPEN SPACE TRAIL SYSTEM PLAN FOR HENNIKER

This Plan is designed to accomplish three goals:

1. Inventory existing public lands, easements, rights-of-way, and trails;
2. Determine where linkages to the lands and trails should be obtained;
3. Provide recommendations on how to obtain the linkages and maintain a trail system.

1. Inventory existing public lands, easements, rights-of-way, and trails

An inventory of the conservation easements, conservation lands, publicly owned lands, rights-of-way on private land, and private lands that allow or may be requested in the future to allow public access, give a solid picture of where the Town stands in terms of its open space and a trail system. The two concepts are intertwined. Using a trail to enjoy the scenic and natural beauty of the land promotes a connectedness to the land and the community, and the cooperation involved in acquiring the land for public access encourages the enjoyment of the land through that cooperation and the land's stewardship.

2. Determine where linkages to the lands and trails should be obtained

Conservation land, including the land owned by the Town of Henniker, the State, and the federal government, creates a basis for a trail system. Coupled with existing formal (Henniker Trail Travelers' trails) and informal trails (Class VI roads, former railroad bed, and private trails), connections can be graphically viewed through maps and potential connections can be determined to enhance the existing open space and trail system.

Different trails and conservation lands have their own unique uses that are directly attributed to the topography, soils, and natural resources as well as the desires of private landowners to have their land enjoyed by the public in particular ways. Multi-use trails, particularly where pedestrian and motorized vehicle or mountain biking uses occur, can safely accommodate both types of uses where appropriate trail construction or planning has been utilized.

3. Provide recommendations on how to obtain the linkages and maintain a trail system

Following the data collection stage is putting the data to work. Landowner participation will be an integral factor in the overall success of the Plan; they should be educated about the benefits of conservation and contacted about the possibility of opening their land to public access. Trails can be officially designated by the Town, and strategies for their maintenance and promotion will be discussed. A comprehensive **APPENDIX** series will contain documentation and assistance with many of these issues.



II. INVENTORY OF PUBLIC LANDS, EASEMENTS, AND RIGHTS-OF-WAY

The first step to any plan is to identify what currently exists of what one is attempting to study. By giving a detailed listing of parcel information as well as a description of the property or right-of-way, it becomes easier to determine what the next steps will be for enhancements, landowner agreements, or determination of appropriate trail usage. Many properties have characteristics that are better suited for certain types of trails usage; for example, trails along a riverbank or waterbody are generally not suited

Special attention should be given to any Public Uses listing in this Plan as the majority of the parcels listed as having potential for a trail or are currently being used as a trail are privately owned.

for motorized use, nor are trails susceptible to erosion. Also, landowners that have given permission for one use, such as winter snowmobiling, may not be willing to allow summer hikers to cross their land. Throughout the Plan, it is imperative to remember that almost all land is privately owned and needs to be respected as such regardless of its being listed in this Plan.

This section is dedicated to the inventorying of the official conservation land easements and fee owned parcels, other public land owned by the Town of Henniker, land owned by private public service companies, Class VI roadways, railroad rights-of-way, and powerline easements. Although some charts will change slightly due to the information being collected, Map and Lot number are always indicated as well as the Acreage. A "NOL" listing is an abbreviation for "not on list" (tax index) because the lots have been combined with other lots for Town record-keeping purposes, while a "n/a" listing is an abbreviation of "not applicable" because the parcel is tax-exempt. As a matter of public record, this same information and additional information can be found in the Henniker Town Hall.

CONSERVATION LAND EASEMENTS AND PERMANENTLY PROTECTED LANDS

Property ownership is a combination of privileges that allows a landowner to exercise certain rights. Conservation easements are restrictions that landowners voluntarily place upon their property that legally bind the present and future owners of that property, restricting their ability to use some of those rights in order to protect the natural features of the land. Many public agencies and private organizations make these permanent agreements with landowners and oversee their compliance. Two such easements can be found within the Town of Henniker. However, a large percentage of the Town is permanently protected from development around the Hopkinton-Everett Reservoir and through the Vincent, Totten Trails, and Ames State Forests. The Society for the Protection of New Hampshire Forests (SPNHF) owns two blocks of permanent conservation land. All of the public and conservation lands are located on the **Public Lands, Easements, and Rights-of-Way Map**.

This Section

- γ Conservation Easements
- γ Town Fee-Owned Conservation Parcels
- γ Other Fee-Owned

Conservation Easements

The easement listed here permanently protects the land from development. While the spirit of a conservation easement suggests that the land is open to the public for use, each conservation easement deed is uniquely tailored to suit the needs and desires of the landowner. Therefore, many conservation easements may or may not allow public access. Particular attention should be paid to the Public Uses column before any assumption is made as to usage by the general public. Where there is any doubt about the ability for the public to use a parcel of land, the landowner or easement holder should be contacted for clarification. Although there are two conservation easements in Henniker, only one is listed because a landowner specifically requested that the easement not be listed in this Plan. For the easement listed below, the Enforcement column lists the SPNHF as the one responsible for management although the parcels are still privately owned and should be respected as such.

Wells Conservation Easement

The second conservation easement within Town is found on Shaker Hill Road at the Hopkinton town line. This easement, held by SPNHF and granted by the Wells family of Hopkinton to preserve the land, straddles the Hopkinton/Henniker town line and covers a portion of the east side and part of the top of Shaker Hill. It is comprised of mixed woodlands with a small meadow near the top of the hill. Old stone walls delineate past fields and property boundaries. An old cellar hole near the meadow marks the location of the Charles "Pet" Dow farmstead for which the road east of the Hopkinton line is named.

Name	Map #	Lot #	Acres	Enforcement	Public Uses
Wells Easement	1	706	6.3	SPNHF	contact SPNHF
Wells Easement	1	706-X	4.5	SPNHF	contact SPNHF

Town Fee-Owned Conservation Parcels

The Town owns several types of conservation; they are listed in this category because of their size, potential, and public interest. Waters Town Forest is the only designated Town forest in Henniker while the Cascade Brook, Buehler, and Warner Road Conservation Parcels have been permanently protected from development but are not official forests. The Western Avenue parcels, also tax deeded, are subject to resale although the nature of the properties may inhibit such a transaction.

Cascade Brook Lot (Smith)

The steep lot is heavily wooded with areas of mature hardwoods and pine with a brook running along the southeastern lot line. One of the stream banks is the site of an old clay pit that was historically used to make bricks. There is an access off Patch Road with a new landing accessible by car, but the lot is not currently used by the public or Town.

Name	Map #	Lot #	Acres	Enforcement	Public Uses
Smith Conservation Parcel	1	660-XX	26.5	Town	unknown

Buehler Conservation Parcel

This parcel was donated to the Conservation Commission several years ago and abuts the 5-acre Waters Parcel. It is located in the middle of Craney Pond, Craney Hill, and Morse Roads. It has been surveyed by a University of New Hampshire Natural Inventory Program. There are several large vernal pools of significance on the lot as well as large black gums. The Buehler Conservation Parcel is well-maintained and could be suited for trails.

Name	Map #	Lot #	Acres	Enforcement	Public Uses
Buehler Conservation Parcel	1	739	52	Town	unknown

Waters Town Forest

The only official Town forest lot, the majority of the lot is a wetland. It abuts the Buehler parcel and Craney Pond.

Name	Map #	Lot #	Acres	Enforcement	Public Uses
Waters Town Forest	1	735	5.5	Town	unknown

Warner Road and Wells Parcels (Tax Deeded)

A collection of parcels is managed by the Parks Commission. They are all wooded with some wetlands and a stream running through the two on the north side of Warner Road. The lot on the south side has mostly hardwoods while the lots on the north have some areas of red pine on a low sandy ridge behind the wetlands. Although there is a track to a landing on this ridge, there are no known trails on these parcels.

Name	Map #	Lot #	Acres	Enforcement	Public Uses
Warner Road Tax Deeded	1	48	16.5	Parks Commission	unknown
Warner Road Tax Deeded	1	50	20	Parks Commission	unknown
Wells Tax Deeded	1	47	37	Parks Commission	unknown

Western Avenue Parcels (Tax Deeded)

Another collection of parcels comprise the old papermill site. The 0.4 acre site is bounded by Western Avenue, the old mill sluiceway, the river, and residences. It is vegetated by sumac and grass and is the old mill storage area. The 13.42 acre site is bisected by the sluiceway, and contains an old mill foundation, parking lot, and outbuilding foundations. The entire area is currently under investigation through the State's Brownfields program. The mill site itself was cleaned by the US Environmental Protection Agency (US EPA). Much of the area is now wooded and could potentially lend itself to a recreational trail system.

Name	Map #	Lot #	Acres	Enforcement	Public Uses
Western Avenue Tax Deeded	1	349-J	.4	Town	unknown
Western Avenue Tax Deeded	2	380-A	13.42	Town	unknown
Western Avenue Tax Deeded	2	402	.75	Town	unknown

Other Fee-Owned Conservation Parcels

This category is reserved to list conservation lands owned by the State (such as a State Forest) or by a land trust (such as a conservancy). These parcels are permanently protected from development and are enforced by an agency other than the Town of Henniker.

Foster Conservancy Conservation Land

The Society for the Protection of NH Forests (SPNHF) owns these five parcels located along Dodge Hill Road. The land encompasses wetlands and perennial streams.

Name	Map #	Lot #	Acres	Enforcement	Public Uses
Foster Conservancy	1	55	65	SPNHF	contact SPNHF
Foster Conservancy	1	79	90.3	SPNHF	contact SPNHF
Foster Conservancy	1	80	NOL	SPNHF	contact SPNHF
Foster Conservancy	1	117-X	NOL	SPNHF	contact SPNHF
Foster Conservancy	1	118	NOL	SPNHF	contact SPNHF

Colby Hill Forest

The SPNHF also owns another conservancy entitled the Colby Hill Forest. Comprised of two contiguous parcels, the forest protects the summit of Colby Hill. Steep slopes cover the entire right half of the forest.

Name	Map #	Lot #	Acres	Enforcement	Public Uses
Colby Hill Forest	1	62	98	SPNHF	contact SPNHF
Colby Hill Forest	1	63	NOL	SPNHF	contact SPNHF

Ames State Forest

This landlocked parcel is located north of the Contoocook River and the old railroad bed, just south of Craney Hill Forest. Ames State Forest is situated within the Hopkinton Everett Reservoir area. Access to the parcel is unknown.

Name	Map #	Lot #	Acres	Enforcement	Public Uses
Ames State Forest	1	608	16.6	NH DRED	subject to State restrictions

Totten Trails State Forest

The lot consists primarily of hemlock and pine forests. A winding, soft trail leads to higher elevations on a side slope of Mount Hunger. The Henniker Trail Travelers' snowmobile corridor six travels through the parcel.

Name	Map #	Lot #	Acres	Enforcement	Public Uses
Totten Trails State Forest	1	646	109	NH DRED	subject to State restrictions

Vincent State Forest

Henniker shares this State Forest with the Town of Weare. Within Town, there are only 4.5 acres which are located off of Quaker Street. The lot contains open hardwoods with wet sections and stone walls. It leads to woodsroads and cross-country ski trails in Weare. The Henniker Trail Travelers' snowmobile corridor six travels through the parcel.

Name	Map #	Lot #	Acres	Enforcement	Public Uses
Vincent State Forest	1	721-F	4.5	NH DRED	subject to State restrictions

Browns Way Parcels

These two parcels, which abut the Contoocook River, are owned by the State. They contain part of the railroad bed that runs from Henniker to Hillsborough. Browns Way is a steep embankment that leads to a ravine into which the Contoocook River flows. The banks are covered with some hardwood and many Mountain Laurel bushes.

Name	Map #	Lot #	Acres	Enforcement	Public Uses
Browns Way	1	763-B	10	NH DRED	subject to State restrictions
Browns Way	1	557-X1	7	NH DRED	subject to State restrictions

Craney Hill (State) Forest

The State Forest is located off of Old Concord Road, bordered by gravel pits on two sides and by private land. The forest is generally mixed hard and soft wood, but its eastern portion contains a stand of Norway Pine. Most of the forest is in a low trough surrounded on all but the north side by ridges, and much of the trough is very boggy. A logging road leads in part way from Old Concord Road along the east side of the forest. The forest is home to many species of birds and flora.

Name	Map #	Lot #	Acres	Enforcement	Public Uses
Craney Hill Forest	1	606	20	NH DRED	subject to State restrictions

PUBLIC OR PRIVATE PARCELS FOR POTENTIAL PUBLIC USE

A significant number of acres within the Town are either owned publicly by the Town itself, by private companies that provide types of public services to the Town, and by the US Army Corps of Engineers which holds a total of over 2,400 acres in Henniker. In addition, the parcels owned by New England College are listed because of their potential ability to allow residents access to certain facilities. The Town-owned parcels in particular are important to document because of the relative ease of using the properties in a conservation- or recreation-related manner.

<u>This Section</u>
γ Private Utility Company Parcels
γ Other Private Parcels
γ Local, State, and Federal Public Reserves

Private Utility Company Parcels

Land owned by private companies providing a public service to the Town can serve a unique purpose. Mutually beneficial agreements can be forged between these companies and the Town: the Town gets to place a trail on the land and the utility company gets to publicize its community service to the Town.

Water Management Parcels

Although not specifically public, these parcels are listed here because of the public service they provide to the Town. The Cogswell Springs Water Works parcels provide the Town with water. The Contoocook Village Precinct parcel, located on the Warner town line, protects the water supply of Bear Pond. Because of the potential contamination of the drinking water supply, the existing trail on Lot 96H should not be used for motorized purposes. The remaining parcels have the potential for pedestrian use if the landowners are willing.

Name	Map #	Lot #	Acres	Enforcement	Public Uses
Cogswell Springs Water Works - Davidson Road	2	96-H	5.02	Cogswell Spring Water Works	trail usage subject to restrictions
Cogswell Spring Water Works-Town Wells	NOL	501, 99-B, 517, 582-A, 517-F	40	Cogswell Spring Water Works	none
Cogswell Springs Water Works-Pumping Station	2	255CS	unk	Cogswell Spring Water Works	none
Contoocook Village Precinct	1	27	40	Contoocook Village Precinct	none

Public Service of New Hampshire (PSNH) Parcels

Like those of the water management lots, these parcels are listed due to their public service nature. In the tax index, only one PSNH parcel is listed, which presumably encompasses all of the easements within Town. A listing of those private properties upon which PSNH holds an easement is to be found in the **Rights-of-Way** section.

Name	Map #	Lot #	Acres	Enforcement	Public Uses
PSNH Town-Wide Interest	----	0AA	n/a	PSNH	utility maintenance

Contoocook Valley Telephone Company Parcels

Despite their semi-public function, these parcels are generally too small to accommodate a trail. However, in the future linkages might be well suited to cross over these parcels with the cooperation of Contoocook Valley Telephone Company.

Name	Map #	Lot #	Acres	Location	Public Uses
Contoocook Valley Tel Co Lot	2	207	.5	6 Western Avenue	none
Contoocook Valley Tel Co Lot	1	654-H	.52	Tower Road	none
Contoocook Valley Tel Co Lot	1	306-K	.23	Dodge Hill Road	none
Contoocook Valley Tel Co Lot	1	326-A	.25	Old Hillsboro Road	none

Other Private Parcels

Other landowners that own large, contiguous portions of a Town can potentially be approached for the use of their land for certain recreational purposes. Here, private organizations are targeted as opposed to private individual landowners because of the mutual benefit possible, and the practicality for such an arrangement.

New England College Parcels

The College owns over one hundred fifty acres, some of which fall onto the protected floodplain area. A cooperative effort may be undertaken in the future between the College and the Town in order to tie the established trail network on College land in with the Town's trail system. The parcels owned by New England are listed here to facilitate a potential future recreational trail partnership with the Town.

Name	Map #	Lot #	Acres	Location	Public Uses
New England College Lot	2	404/404-T	8.86	49 Western Avenue	college and student use only
New England College Lot	2	390	110	off Grove Street	college and student use only
New England College Lot	2	391-A	3.05	8 Grove Street	college and student use only
New England College Lot	2	405-B	12	Western Avenue	college and student use only
New England College Lot	2	408-B	1.1	Western Avenue	college and student use only
New England College Lot	2	418-Z2	8.1	22 Bridge Street	college and student use only
New England College Lot	2	419-Z1	3.88	28 Bridge Street	college and student use only
New England College Lot	2	423	2.44	10 Circle Street	college and student use only
New England College Lot	2	458	.34	31 Bridge Street	college and student use only
New England College Lot	2	463	.28	1 Union Street	college and student use only
New England College Lot	2	459	.25	29 Bridge Street	college and student use only
New England College Lot	2	463-A	.25	3 Union Street	college and student use only
New England College Lot	2	460	.52	4 Union Street	college and student use only
New England College Lot	2	465-Z1	4.5	9 Union Street	college and student use only
New England College Lot	2	461-Z1	1.52	6 Union Street	college and student use only
New England College Lot	2	465-Z4	4.5	23 Bridge Street	college and student use only
New England College Lot	2	424	12.32	off Grove Street	college and student use only
New England College Lot	2	425	1.69	8 Depot Hill Road	college and student use only
New England College Lot	2	429/429-T	15.5	14 Depot Hill Road	college and student use only
New England College Lot	2	442	1.13	5 Depot Hill Road	college and student use only
New England College Lot	2	453	.32	33 Bridge Street	college and student use only

Local, State, and Federal Public Parcels

Land that the Town of Henniker, the State of New Hampshire, and the federal government own but which are not officially conservation lands are listed here. The Hopkinton-Everett Reservoir and surrounding protected land is preserved in perpetuity, but portions are leased out to other organizations; because of the activity on these parcels, the Army Corps of Engineers' land is listed in this section instead of the **Other Fee-Owned Conservation Parcels** section.

Other State-Owned Parcels

This category is reserved for those parcels which are owned by the State but are not necessarily accessible to the public for general use. In addition to the lots already mentioned under the **Other Fee-Owned Conservation Parcels** section, the NH DRED, NH Department of Fish and Game, and the NH Department of Transportation (NH DOT) own a collection of smaller lots not specifically used for conservation purposes. Although the tax index does not identify the State agency in charge of each parcel, the Enforcement and Public Uses are assumed:

Name	Map #	Lot #	Acres	Enforcement	Public Uses
Bridge Street Parcel	2	417	.08	NH DOT	none
Colby Crossing & Route 114 Lot	1	673-X	2	NH DRED	none
French Pond Access	1	313-A	.4	NH F&G	public access
Keyser Pond Access	1	618-B	.13	NH F&G	public access
Main Street Parcel	1	486-C	9	NH DRED	none
Patch Road & Route 114 Parcel	1	592-E	.34	NH DOT	none
Pleasant Pond	1	721-A	.12	NH DRED	public access
State Sheds	1	516	2.45	NH DOT	none
Twixt Route 202/Old Concord Road	1	550-F	.74	NH DOT	none

United States Army Corps of Engineers

The Hopkinton-Everett Reservoir and associated floodplains are held and maintained by the US Army Corps of Engineers (US ACE). Approximately 2,400 acres are owned, upon which an actively-promoted trail network exists, later detailed in the **INVENTORY OF EXISTING TRAILS** chapter. The Army Corps leases many of its acres to other organizations, such as NH DRED. When utilizing the federal land for recreational purposes, deference should be granted to those entities which are utilizing the land; not all land is available for public use.

Name	Map #	Lot #	Acres	Enforcement	Public Uses
Contoocook River Lot	1	391-X	4.5	US Army Corps	subject to owner/lessee restrictions
Old Concord Road Lot	1	256	226	US Army Corps	subject to owner/lessee restrictions
Old Concord Road Lot	1	301	482	US Army Corps	subject to owner/lessee restrictions
River Road Lot	1	599-A	466	US Army Corps	subject to owner/lessee restrictions
River Road Lot	1	495	594	US Army Corps	subject to owner/lessee restrictions
Weare Road Lot	1	527	2.05	US Army Corps	subject to owner/lessee restrictions
Water Street Lot	1	462	18	US Army Corps	subject to owner/lessee restrictions
Water Street Lot	2	464	622	US Army Corps	subject to owner/lessee restrictions

Town of Henniker Parcels

The Town itself owns 36 parcels of various sizes which have been acquired through different means, reaching a total of just over 318 acres. The tax deeded parcels should not be considered permanent Town lands until they are officially dedicated as such for conservation or other Town purposes. Several were previously mentioned and are not listed here:

Name	Map #	Lot #	Acres	Location	Public Uses
Academy Hall	2	203	.18	5A Maple Street	Historic Museum
Community Park	2	242-A	.58	17A Main Street	Community Park
Craney Hill Tower	1	654-A	3.6	Craney Hill Road	none
Fire/Rescue Building	2	191	1.46	46 Maple Street	Fire/Rescue Building
Grange	2	413	3.82	7 Western Avenue	by permission only
Highway Garage	2	509-A	1.25	9 Ramsdell Road	Highway Garage
Landfill	1	665	12.79	60 Weare Road	Landfill
Landfill/Gravel Bank	1	592-B	18.4	River Road	Landfill/Gravel Bank
Police Department	2	397-X	.27	64 Western Avenue	Police Department
Sewage Treatment Plant	2	509-B/513	4.3 (tot)	11 Ramsdell Road	Sewage Treatment Plant
Sewage Treatment/Pump Station	2	396-B	.16	Western Avenue	Sewage Treat/Pump Station
Town Hall	2	421	3.2	2 Depot Hill Road	Town Hall
Tucker Free Library	2	413-C	.36	9 Western Avenue	Tucker Free Library
Anderson Tax Deeded	1	654-G	.34	White Birch Road	frontage to Craney Pond
Aspinwall Tax Deeded	2	381-A2	1.8	91 Western Avenue	none
Aspinwall Tax Deeded	2	381-A3	.47	Western Avenue	none
Aspinwall Tax Deeded	2	359-C	.46	Old Hillsboro Road	none
Aspinwall Tax Deeded	2	360	4	Bacon Road	none
Byrne Tax Deeded	1	569	45	Western Avenue	none
Davis Tax Deeded	1	408-A	1	Western Avenue	none
Grant Tax Deeded	NOL	558-B7	1.63	Stonehenge Drive	none
Gravel Pit Tax Deeded	1	42-A	.3	Mink Hill Road	none
Morgan Tax Deeded	1	719-A	1.3	Pleasant Pond Road	none
Nichols Pond Tax Deeded	2	436-C	2.27	Gulf Road	none
Crescent Street Tax Deeded	2	241-B	.11	Crescent Street	none
Rohr Tax Deeded	1	342	2	57 Old Hillsboro Road	none
Wilkins Tax Deeded	1	98	35	98 Bradford Road	none

RIGHTS-OF-WAY PARCELS

Rights-of-way are defined as those strips of land acquired by reservation or dedication to be occupied by a road, crosswalk, railroad, electric transmission line, water line, or other similar uses. The right of a person or representatives of an entity to cross over the property of another is granted. For the purposes of this Plan, the types of rights-of-way which will be examined will be those of railroad, Class VI unmaintained Town roads, and powerline easements because they are more conducive to encouraging trails activities.

This Section

- γ Former Railroad
- γ Rights-of-Way
- γ Class VI Roads
- γ Utility Corridor
- γ Easements

Parcels are identified by Map and Lot number, with a listing of the Acreage of the property. In addition, the Town tax records indicate if the parcel is in Current Use and if a Building is located on the property. Examining these particular features of a parcel make it easier to identify if the land is more apt to be utilized as a trail, or if applicable (such as powerline easements, where only the utility company is officially granted access), if a landowner is more likely to grant additional access to his or her property. A "n/a" listing indicates that the parcel is tax-exempt. When identifying who is responsible for Enforcement, the intent is to note who has agreed to take responsibility for overseeing the maintenance of the right-of-way. In the case of Class VI Roads, the right-of-way is Town owned, but is not maintained by the Town. Close attention should be paid the Public Uses of any parcel listed in this section, as some rights-of-way are inherently open to the public while others are not.

In Henniker, an abandoned Boston and Maine (B&M) railroad bed is found along the entire length of the Contoocook River, beginning in Hopkinton under the Route 9/202 bridge until meeting Browns Way and then continuing into Hillsborough. Another abandoned bed splits off from the B&M and generally travels along John Stark Highway for three miles until entering Weare. Many lots have encompassed the railroad rights-of-way, although the majority of the bed is used for recreational purposes.


Former Railroad Rights-of-Way

In the mid-1850's, the industrial age was beginning to take shape throughout the country with the advent of the railroad. New Hampshire was home to 1,200 miles of newly-constructed railroad track by the mid-1880's. Not only did the arrival of the train era bring the ability to export local timber resources and textiles, it also allowed for the convenient moving of people. After a 1905 state law was passed that established a state highway system, plus the arrival of and popularity of motor cars, our dependency on the railroads within New Hampshire diminished. Many were abandoned or dismantled; the State claimed some of the former rights-of-way and so did abutting landowners.

Former railroad rights-of-way offer tremendous recreational potential. They are typically flat, hard-packed, straight beds, with the ties removed, that run continuously for miles. Within the Town of Henniker, the Boston and Maine Railroad's legacy still has a presence along the Contoocook River, with a former railroad bed extending from the Hopkinton to the Hillsborough town lines. With the growth of downtown, segments have been "lost" to development and sever the existing bed into sections. The USA Railroad is mentioned on the Town tax maps, indicating that they owned part of the railroad at one time. A railroad spur breaks off from the east-west route around Bennett Road and travels south into Weare.

The status of the former railroad rights-of-way within Henniker is unclear. It is unknown whether the Town or State own any right-of-way on any parcel, whether Boston and Maine or USA Railroads still have any claim to any right-of-way on any parcel, or whether the landowners themselves own the rights-of-way. Detailed parcel research would need to be completed to answer these questions.

For the purposes of this Plan, the former railroad rights-of-way are listed on a parcel-by-parcel basis for the existing segments of bed. The trails identified in this section are referenced by a circled number which correlates to the **Existing Trail System Map** found at the back of this Plan. The parcel information was obtained by referring to the

The important limitation of the GPS within this Plan is its inability to correlate with the tax maps (see **Methodology** in the **INTRODUCTION**). Therefore, those trails indicated in the Plan with  may or may not have the appropriate parcels listed. Additional field checking should be

approximate location of the former railroad right-of-way on the Town's tax maps. Despite the questions of ownership of the rights-of-way, the parcels are privately owned and should be duly respected.

Former Railroad Right-of-Way from Hopkinton to Contoocook River



Just east of Route 127, the railbed heads toward Henniker under the Route 9/202 bridge in Hopkinton. No parking is available on Route 9/202; beginning at this juncture in the railbed is not recommended. The Contoocook River lazes to the left as the wide, smooth, dry trail travels past farms and through open woods. The trail becomes less distinct as intersections begin to appear about a mile into the trail and blazings become unclear where the snowmobile trail branches off from the railroad bed, which meets the Contoocook River. All of these parcels seem to be owned by one landowner. Approximate distance: 1.5 miles

Name	Map #	Lot #	Acres	Curr Use?	Bldg?	Enforcement	Public Uses
Former RR ROW: Hopkinton to Contoocook	1	615	7	n	y	Private	contact landowner
Former RR ROW: Hopkinton to Contoocook	1	615-A	NOL			Private	contact landowner
Former RR ROW: Hopkinton to Contoocook	1	614	NOL			Private	contact landowner
Former RR ROW: Hopkinton to Contoocook	1	607-A	NOL			Private	contact landowner
Former RR ROW: Hopkinton to Contoocook	1	610	NOL			Private	contact landowner
Former RR ROW: Hopkinton to Contoocook	1	602	NOL			Private	contact landowner

Former Railroad Right-of-Way from Contoocook River to Elm Street



All of these parcels seem to be owned by one landowner. From the Elm Street side, the trail should be accessible near its intersection with Bennett Road.

Name	Map #	Lot #	Acres	Curr Use?	Bldg?	Enforcement	Public Uses
Former RR ROW: Contoocook to Elm Street	1	599-A	466	n/a	n/a	US ACE	subject to restrictions
Former RR ROW: Contoocook to Elm Street	1	597-A	NOL			US ACE	subject to restrictions
Former RR ROW: Contoocook to Elm Street	1	597	NOL			US ACE	subject to restrictions
Former RR ROW: Contoocook to Elm Street	1	596	NOL			US ACE	subject to restrictions

Former Railroad Right-of-Way from Elm Street to Depot Hill Road


The bed segment begins just north of Route 114, at Elm Street, off a snowmobile trail and was easily identified. The railbed was very straight and flat, about eight feet wide. About 1/2 of a mile from the starting point, the trail narrowed and was paved. The condition of the pavement was very poor, but acceptable for bicycles. The railbed crossed several other trails and was difficult to follow before continuing up a mild grade to intersect and cross Route 114 near Pike Street. From this point west, the bed could not be located as it fell on roadways and traveled behind the College. Opposite the river, the railbed follows Maple Street, but a continuation after could not be found.

Name	Map #	Lot #	Acres	Curr Use?	Bldg?	Enforcement	Public Uses
Former RR ROW: Elm St to Depot Hill Rd	1	540	3	n	y	private	contact landowner
Former RR ROW: Elm St to Depot Hill Rd	1	540-X5	1.22	n	y	private	contact landowner
Former RR ROW: Elm St to Depot Hill Rd	1	540-X5A	1.13	n	n	private	contact landowner
Former RR ROW: Elm St to Depot Hill Rd	1	540-X6	14.4	n	n	private	contact landowner
Former RR ROW: Elm St to Depot Hill Rd	1	540-X1	6.5	n	n	private	contact landowner
Former RR ROW: Elm St to Depot Hill Rd	1	539	3	n	y	private	contact landowner
Former RR ROW: Elm St to Depot Hill Rd	2	530	NOL			private	contact landowner
Former RR ROW: Elm St to Depot Hill Rd	2	529	NOL			private	contact landowner
Former RR ROW: Elm St to Depot Hill Rd	2	528	NOL			private	contact landowner
Former RR ROW: Elm St to Depot Hill Rd	2	527	2.05	n/a	n/a	US ACE	subject to restrictions
Former RR ROW: Elm St to Depot Hill Rd	2	526	NOL			private	contact landowner
Former RR ROW: Elm St to Depot Hill Rd	2	517	NOL			private	contact landowner
Former RR ROW: Elm St to Depot Hill Rd	2	517-X	NOL			private	contact landowner
Former RR ROW: Elm St to Depot Hill Rd	2	503	NOL			private	contact landowner
Former RR ROW: Elm St to Depot Hill Rd	2	504	NOL			private	contact landowner
Former RR ROW: Elm St to Depot Hill Rd	2	508	NOL			private	contact landowner
Former RR ROW: Elm St to Depot Hill Rd	2	440	.5	n	y	private	contact landowner
Former RR ROW: Elm St to Depot Hill Rd	2	439	1.6	n	y	private	contact landowner
Former RR ROW: Elm St to Depot Hill Rd	2	496	NOL			private	contact landowner
Former RR ROW: Elm St to Depot Hill Rd	2	495	NOL			private	contact landowner
Former RR ROW: Elm St to Depot Hill Rd	2	497	3.4	n	y	private	contact landowner

Former Railroad Right-of-Way from Depot Hill Road to Browns Way

4

Although this section was not located via GPS, the former right-of-way seems to have been overgrown with the heavy development in the area between Depot Hill Road and Browns Way after it crosses the Contoocook River. Some of the old bed might be preserved on New England College's grounds. Browns Way, before entering Hillsborough, becomes the former right-of-way of the railroad bed about 1/3 mile after its crossing of Old Hillsborough Road.

Name	Map #	Lot #	Acres	Curr Use?	Bldg?	Enforcement	Public Uses
Former RR ROW: Depot Hill Rd to Browns	2	427	NOL			private	contact landowner
Former RR ROW: Depot Hill Rd to Browns	2	425	1.69	n	y	private	contact landowner
Former RR ROW: Depot Hill Rd to Browns	2	424	12.32	n	n	private	contact landowner
Former RR ROW: Depot Hill Rd to Browns	2	423-A	NOL			private	contact landowner
Former RR ROW: Depot Hill Rd to Browns	2	391-A	3.05	n	y	private	contact landowner
Former RR ROW: Depot Hill Rd to Browns	2	391	NOL			private	contact landowner
Former RR ROW: Depot Hill Rd to Browns	2	395-A1	.37	n	y	private	contact landowner
Former RR ROW: Depot Hill Rd to Browns	2	396-A	1.75	n	y	private	contact landowner
Former RR ROW: Depot Hill Rd to Browns	2	396	1.46	n	y	private	contact landowner
Former RR ROW: Depot Hill Rd to Browns	2	369-A1	NOL			private	contact landowner
Former RR ROW: Depot Hill Rd to Browns	2	373	.53	n	y	private	contact landowner
Former RR ROW: Depot Hill Rd to Browns	2	374	1.17	n	y	private	contact landowner
Former RR ROW: Depot Hill Rd to Browns	2	379-A	NOL			private	contact landowner
Former RR ROW: Depot Hill Rd to Browns	2	359-C	.46	n/a	n/a	private	subject to restrictions
Former RR ROW: Depot Hill Rd to Browns	2	358	.46	n	y	private	contact landowner
Former RR ROW: Depot Hill Rd to Browns	2	358-A	NOL			private	contact landowner
Former RR ROW: Depot Hill Rd to Browns	2	357	37.8	y	y	private	contact landowner
Former RR ROW: Depot Hill Rd to Browns	1	357-F	NOL			private	contact landowner
Former RR ROW: Depot Hill Rd to Browns	1	352-X4	NOL			private	contact landowner
Former RR ROW: Depot Hill Rd to Browns	1	346-X2	NOL			private	contact landowner
Former RR ROW: Depot Hill Rd to Browns	1	347X-1	NOL			private	contact landowner
Former RR ROW: Depot Hill Rd to Browns	2	357-E	5.07	n	y	private	contact landowner
Former RR ROW: Depot Hill Rd to Browns	1	763-B	NOL			private	contact landowner

Former Railroad Right-of-Way from Bennett Road to Weare

Most of this right-of-way, after the Bennett Road's intersection with Elm Street, seems to have disappeared into the forests. Sporadically, sections can be found along the way during the southerly travel between Bennett Road and Route 114. Eventually, the old bed crosses Route 114 and heads easterly toward Old Ireland Road, where it veers down toward Weare.

Name	Map #	Lot #	Acres	Curr Use?	Bldg?	Enforcement	Public Uses
Former RR ROW: Bennett Road to Weare	1	754-X	NOL			private	contact landowner
Former RR ROW: Bennett Road to Weare	1	756	NOL			private	contact landowner
Former RR ROW: Bennett Road to Weare	1	695-D	12.8	n	y	private	contact landowner
Former RR ROW: Bennett Road to Weare	1	697	17.87	y	n	private	contact landowner
Former RR ROW: Bennett Road to Weare	1	752	42.3	y	n	private	contact landowner
Former RR ROW: Bennett Road to Weare	1	677	9.1	n	y	private	contact landowner
Former RR ROW: Bennett Road to Weare	1	678-A	NOL			private	contact landowner
Former RR ROW: Bennett Road to Weare	1	676-A	1.08	n	n	private	contact landowner
Former RR ROW: Bennett Road to Weare	1	675-A	2.2	n	n	private	contact landowner
Former RR ROW: Bennett Road to Weare	1	674-A	NOL			private	contact landowner
Former RR ROW: Bennett Road to Weare	1	662-A4	NOL			private	contact landowner

Class VI Roads

Municipal highways become known as Class VI roads if they are unmaintained for five or more years; or if they are voted as "discontinued subject to gates and bars" at Town Meeting; or, less commonly, if a strip of land which was not previously a roadway, is "laid out" subject to gates and bars under an old law. Regardless of the way a road became Class VI, the roads are not obligated to be maintained by the Town. Class VI roads "discontinued subject to gates and bars" at Town meeting (meaning the public still has the right-of-way) are different from roads that have been voted at Town Meeting as "discontinued" (meaning that the roadway is permanently no longer a public right-of-way).

Typically, Class VI roads are public rights-of-way that are used for recreational purposes, for through-travel, for driveway access, and for other uses such as agricultural and forestry activities. The Town is not liable for damages or injuries incurred while traveling on a Class VI (RSA 231:93). In addition, the owners of the properties abutting the Class VI road are not liable for damages or injuries sustained to users of the road, although they may choose to maintain the road for access to their property. A Class VI right-of-way is one of the best types of rights-of-way to consider for a recreational trail system: there are no inherent liability concerns, the pathway has been established, and public access is allowed.

The parcels in this section are so listed because of the inherent interest an abutter has to a Class VI road (vehicular access to property, privacy, particular concerns, etc). The Enforcement column in this section lists "n/a" because private landowners are responsible for their own property. Although the Class VI

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road rights-of-way belong to the Town, they are not maintained by the Town, or "enforced" by them. The Public Uses listed in this section refer to the uses of the *right-of-way*, not to any private parcel that is listed here.

For the purposes of this Plan, it is assumed that the Class VI roads listed in this section are public rights-of-way that have not been discontinued or are not private roads. Extensive research of Town Meeting records would need to be undertaken to verify this assumption.

Again, where any parcel is depicted on the tax map but is not listed on the tax index, a "NOL" is placed in the Acres column. There are around 30 Class VI road segments in Town. For the purposes of this Plan, only the longer Class VI roads or those which can serve as linkages to a trail system have been identified.

Class VI Freeman Colby Road Segment

The majority of Freeman Colby Road is Class V from Old Hillsborough Road and becomes Class VI at a fork where the right branch becomes a private road. The privately-owned parcels that abut Freeman Colby Road are comprised of wetlands, pine forest, and hardwoods. These lots have great resource value; at least one has an active forest management plan and others harbor bear dens. The road itself serves as a linkage to an equestrian trail network extending into Hillsborough.

Name	Map #	Lot #	Acres	Curr Use?	Bldg?	Enforcement	Public Uses
Class VI ROW: Freeman Colby Road	1	123	137	y	y	n/a	general public use
Class VI ROW: Freeman Colby Road	1	123X	NOL			n/a	general public use
Class VI ROW: Freeman Colby Road	1	123C	NOL			n/a	general public use
Class VI ROW: Freeman Colby Road	1	123X-1	NOL			n/a	general public use
Class VI ROW: Freeman Colby Road	1	122	170.2	y	n	n/a	general public use
Class VI ROW: Freeman Colby Road	1	123A	NOL			n/a	general public use
Class VI ROW: Freeman Colby Road	1	121	11	y	n	n/a	general public use
Class VI ROW: Freeman Colby Road	1	123B	NOL			n/a	general public use

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Class VI Colby Hill Road Segment

The Class VI portion of Colby Hill Road is a three-mile long unmaintained road which leads into Hillsborough. Colby Hill Road gives access to the Colby Hill Conservancy of the Society for the Protection of NH Forests and serves as a well-traveled equestrian route of local residents.

Name	Map #	Lot #	Acres	Curr Use?	Bldg?	Enforcement	Public Uses
Class VI ROW: Colby Hill Road	1	31	111	y	y	n/a	general public use
Class VI ROW: Colby Hill Road	1	32	14	y	n	n/a	general public use
Class VI ROW: Colby Hill Road	1	34	NOL			n/a	general public use
Class VI ROW: Colby Hill Road	1	36	NOL			n/a	general public use
Class VI ROW: Colby Hill Road	1	57	60	y	n	n/a	general public use
Class VI ROW: Colby Hill Road	1	58	14	y	n	n/a	general public use
Class VI ROW: Colby Hill Road	1	60	NOL			n/a	general public use
Class VI ROW: Colby Hill Road	1	61	NOL			n/a	general public use
Class VI ROW: Colby Hill Road	1	85	1.25	n	n	n/a	general public use
Class VI ROW: Colby Hill Road	1	86	97	y	n	n/a	general public use
Class VI ROW: Colby Hill Road	1	126	130	y	n	n/a	general public use
Class VI ROW: Colby Hill Road	1	127	NOL			n/a	general public use
Class VI ROW: Colby Hill Road	1	129	10	n	n	n/a	general public use
Class VI ROW: Colby Hill Road	1	130	13	n	n	n/a	general public use
Class VI ROW: Colby Hill Road	1	131	26.01	y	n	n/a	general public use
Class VI ROW: Colby Hill Road	1	135-A	NOL			n/a	general public use

Class VI Whitney Road

Whitney Road has the potential to serve as an important trail linkage to the Class VI Liberty Hill Road. This short road is situated at the bottom of two ridges and closely follows a streambed.

Name	Map #	Lot #	Acres	Curr Use?	Bldg?	Enforcement	Public Uses
Class VI ROW: Whitney Road	1	88A	6	n	n	n/a	general public use
Class VI ROW: Whitney Road	1	132	5.3	n	n	n/a	general public use
Class VI ROW: Whitney Road	1	88	50	y	n	n/a	general public use
Class VI ROW: Whitney Road	1	89	58.5	n	y	n/a	general public use

Class VI Chase Road

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Beginning at Ryan Road and ending at Craney Hill Road, this Class VI road is two miles long. Chase Road currently serves as an important snowmobile linkage, providing access to the junction at Totten Trails Forest. The road has varied topography and the segment to the west of Butter Road is more difficult to travel by car than the eastern side.

Name	Map #	Lot #	Acres	Curr Use?	Bldg?	Enforcement	Public Uses
Class VI ROW: Chase Road	1	574X	37.6	y	n	n/a	general public use
Class VI ROW: Chase Road	1	642	75	y	y	n/a	general public use
Class VI ROW: Chase Road	1	642C	39	y	n	n/a	general public use
Class VI ROW: Chase Road	1	579	52	y	y	n/a	general public use
Class VI ROW: Chase Road	1	580	38	y	n	n/a	general public use
Class VI ROW: Chase Road	1	646	109	n/a	n/a	n/a	general public use
Class VI ROW: Chase Road	1	584	64.3	y	n	n/a	general public use
Class VI ROW: Chase Road	1	648	105.5	y	n	n/a	general public use
Class VI ROW: Chase Road	1	652	41.5	y	n	n/a	general public use
Class VI ROW: Chase Road	1	585	15.02	y	y	n/a	general public use
Class VI ROW: Chase Road	1	585E	5.29	n	y	n/a	general public use
Class VI ROW: Chase Road	1	585D	.37	n	n	n/a	general public use
Class VI ROW: Chase Road	1	585C	1.1	n	y	n/a	general public use

Class VI Ireland Road

Ireland Road, or "Old Ireland Road" as it is sometimes called, is a Class VI road that continues south where Shaker Hill Road turns sharply to the east. After the last house on the road, the right-of-way continues, bounded on both sides by stone walls. Shortly after the last driveway, however, the right-of-way becomes unpassable due to large trees and rocks. However, there is a logging road, which continues to the right and crosses the right-of-way at several points along its length. This road is private and often mistaken for the right-of-way. The owners allow most recreational use with the exception of four-wheelers and dirt bikes, and, during mud season, all wheeled vehicles.

Name	Map #	Lot #	Acres	Curr Use?	Bldg?	Enforcement	Public Uses
Class VI ROW: Ireland Road	1	695E	12.8	y	y	n/a	general public use
Class VI ROW: Ireland Road	1	695B	.9	n	y	n/a	general public use
Class VI ROW: Ireland Road	1	701	7	y	y	n/a	general public use
Class VI ROW: Ireland Road	1	700A	6.5	n	y	n/a	general public use
Class VI ROW: Ireland Road	1	695C	4.3	y	n	n/a	general public use
Class VI ROW: Ireland Road	1	700	63	y	n	n/a	general public use
Class VI ROW: Ireland Road	1	699	243.6	y	n	n/a	general public use

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Class VI ROW: Ireland Road	1	756	NOL				general public use
Class VI ROW: Ireland Road	1	695D	48.5	n	y	n/a	general public use

Class VI Bennett Road

This road was a portion of the old Route 114 before it was redirected as a result of the flood control project. The road can be accessed from Colby Crossing Road on the east side of Route 114 at the sand bank. Shortly after the gate, a snowmobile trail can be accessed on the east side of the road, heading into the woods. Features found along Class VI Bennett Road include Mud Pond, wetlands, cellar holes, and old fields. After the gate, travelers can cross Elm Street and continue on the town-maintained portion of Bennett Road until the sandy railroad right-of-way is reached on the northeast side of the road. This eventually joins Bennett Road before it comes back out onto Route 114.

Name	Map #	Lot #	Acres	Curr Use?	Bldg?	Enforcement	Public Uses
Class VI ROW: Bennett Road	1	595	NOL			n/a	general public use
Class VI ROW: Bennett Road	1	541XX	3.0	n	n	n/a	general public use
Class VI ROW: Bennett Road	1	596	NOL			n/a	general public use
Class VI ROW: Bennett Road	1	597A	NOL			n/a	general public use
Class VI ROW: Bennett Road	1	598	NOL			n/a	general public use
Class VI ROW: Bennett Road	1	594	NOL			n/a	general public use
Class VI ROW: Bennett Road	1	599A	466	n/a	n/a	n/a	general public use
Class VI ROW: Bennett Road	1	599	NOL			n/a	general public use
Class VI ROW: Bennett Road	1	599B	NOL			n/a	general public use
Class VI ROW: Bennett Road	1	666	NOL			n/a	general public use
Class VI ROW: Bennett Road	1	667A	NOL			n/a	general public use
Class VI ROW: Bennett Road	1	667B	NOL			n/a	general public use
Class VI ROW: Bennett Road	1	682	NOL			n/a	general public use
Class VI ROW: Bennett Road	1	681	NOL			n/a	general public use
Class VI ROW: Bennett Road	1	672	11.5	n	y	n/a	general public use
Class VI ROW: Bennett Road	1	681A	NOL			n/a	general public use

Class VI Unnamed Road from Warner Town Line to Route 114

Rumors of an historic road from Warner to Route 114, about one mile east of Mink Hill, have circulated for years. Some remnants are even located on the Town tax maps. As most of the lots that the road passes through were previously landlocked until the lots were merged for access, the potential for a trail on this mysterious road is high.

Name	Map #	Lot #	Acres	Curr Use?	Bldg?	Enforcement	Public Uses
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Class VI ROW: Unnamed (Warner TL-114)	1	15	212.0	y	n	n/a	general public use
Class VI ROW: Unnamed (Warner TL-114)	1	46	NOL			n/a	general public use
Class VI ROW: Unnamed (Warner TL-114)	1	45	NOL			n/a	general public use
Class VI ROW: Unnamed (Warner TL-114)	1	99	NOL			n/a	general public use
Class VI ROW: Unnamed (Warner TL-114)	1	44	297	y	n	n/a	general public use

Class VI Bound Tree Road

This Class VI Road travels through mixed woodlands to a beaver pond. The road then crosses a small stream and continues until it reaches the site of the "bound tree," which was a large oak tree that marked the corner of the Towns of Henniker, Hopkinton, and Warner. The tree has since died and a granite marker stands in what remains of its hollowed-out shell. Signs at this junction direct the traveler to either Warner or to Contoocook.

Name	Map #	Lot #	Acres	Curr Use?	Bldg?	Enforcement	Public Uses
Class VI ROW: Bound Tree Road	1	28	198	y	y	n/a	general public use
Class VI ROW: Bound Tree Road	1	29	41	n	n	n/a	general public use
Class VI ROW: Bound Tree Road	1	30	42	n	n	n/a	general public use
Class VI ROW: Bound Tree Road	1	55	65	y	n	n/a	general public use
Class VI ROW: Bound Tree Road	1	55A	8.5	n	y	n/a	general public use

Class VI Falkner Road Segment

With Class VI Chase Road a short distance away and Falkner Road's intersection with a PSNH powerline corridor, the 1/2 mile segment of Falkner Road could become an important piece of a future trail system.

Name	Map #	Lot #	Acres	Curr Use?	Bldg?	Enforcement	Public Uses
Class VI ROW: Falkner Road Segment	1	571-X	NOL			n/a	general public use
Class VI ROW: Falkner Road Segment	1	572	13	y	n	n/a	general public use
Class VI ROW: Falkner Road Segment	1	572-A	5.39	n	y	n/a	general public use
Class VI ROW: Falkner Road Segment	1	572-XX	33	y	y	n/a	general public use

Class VI Shaker Hill Road Segment

The Class VI portion of the road begins climbing steeply uphill. Just after the last house, there is a makeshift gate and the road becomes quite rocky. Bounded by stone walls, the trail continues climbing Shaker Hill, passing several cellar holes. Expansive mountain views can be seen to the north and west when the trees are leafless. At the top of the hill, there are a meadow and the remains of an old farm that once belonged to "Pet" Dow, for whom the road beyond the Hopkinton marker is now named. Shortly after the meadow on the left, there is a granite marker with an "H" on it, marking the Hopkinton town

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line. The trail then goes downhill steeply before it levels out and connects to Hatfield Road in Hopkinton. This trail is used extensively by local equestrians. The steepness of the trail makes it vulnerable to erosion, therefore making it unsuitable for use by motorized vehicles.

Name	Map #	Lot #	Acres	Curr Use?	Bldg?	Enforcement	Public Uses
Class VI ROW: Shaker Hill Road Segment	1	612-B15	42.64	y	y	n/a	general public use
Class VI ROW: Shaker Hill Road Segment	1	700	63	y	n	n/a	general public use
Class VI ROW: Shaker Hill Road Segment	1	701	7	y	y	n/a	general public use
Class VI ROW: Shaker Hill Road Segment	1	701-X1	12.1	y	y	n/a	general public use
Class VI ROW: Shaker Hill Road Segment	1	706	6.3	y	n	n/a	general public use
Class VI ROW: Shaker Hill Road Segment	1	706-X	4.5	y	n	n/a	general public use
Class VI ROW: Shaker Hill Road Segment	1	707	NOL			n/a	general public use

Class VI Craney Pond Road Segment

Beginning just after the Henniker Motel, this trail is rather steep and quite rocky as it climbs part of Craney Hill to Craney Pond. Pat Peak's ski trails are visible on the right in places. Once it reaches the pond, the road is submerged in several places and is bounded by blueberry bushes. Not long after leaving the east side of the pond, a junction is reached. Taking a right will lead to Craney Hill Road and continuing straight the road goes into Weare.

Name	Map #	Lot #	Acres	Curr Use?	Bldg?	Enforcement	Public Uses
Class VI ROW: Craney Hill Pond Road Seg	1	590-FX	141	y	n	n/a	general public use
Class VI ROW: Craney Hill Pond Road Seg	1	591	NOL			n/a	general public use
Class VI ROW: Craney Hill Pond Road Seg	1	637	9	y	n	n/a	general public use
Class VI ROW: Craney Hill Pond Road Seg	1	655	67	y	n	n/a	general public use
Class VI ROW: Craney Hill Pond Road Seg	1	656	NOL			n/a	general public use
Class VI ROW: Craney Hill Pond Road Seg	1	656-A	NOL			n/a	general public use
Class VI ROW: Craney Hill Pond Road Seg	1	657	22	n	y	n/a	general public use
Class VI ROW: Craney Hill Pond Road Seg	1	658	44.5	y	n	n/a	general public use
Class VI ROW: Craney Hill Pond Road Seg	1	678	21.9	y	y	n/a	general public use
Class VI ROW: Craney Hill Pond Road Seg	1	731-F	9.67	n	y	n/a	general public use
Class VI ROW: Craney Hill Pond Road Seg	1	733	23	y	n	n/a	general public use
Class VI ROW: Craney Hill Pond Road Seg	1	735	5.5	n/a	n	n/a	general public use
Class VI ROW: Craney Hill Pond Road Seg	1	736	19	y	n	n/a	general public use
Class VI ROW: Craney Hill Pond Road Seg	1	739	52	n	n	n/a	general public use
Class VI ROW: Craney Hill Pond Road Seg	1	740	178	y	n	n/a	general public use

Class VI Stone Falls Road and Centervale Road

Because these two road are located in the same area, and even overlap at one point, they are listed together. Stone Falls Road is a gravel road which is mostly grown in beyond the last house. There are interesting vernal pools and waterfalls in the overgrown section. Centervale Road was recently improved by its abutters. It is now paved and very short, and seems to end in someone's property.

Name	Map #	Lot #	Acres	Curr Use?	Bldg?	Enforcement	Public Uses
Class VI ROW: Stone Falls & Centervale Rds	1	305-B	6.02	n	y	n/a	general public use
Class VI ROW: Stone Falls & Centervale Rds	1	305-E	16.02	n	n	n/a	general public use
Class VI ROW: Stone Falls & Centervale Rds	1	545	10	n	y	n/a	general public use
Class VI ROW: Stone Falls & Centervale Rds	1	546	8	n	y	n/a	general public use
Class VI ROW: Stone Falls & Centervale Rds	1	547	10.23	y	n	n/a	general public use
Class VI ROW: Stone Falls & Centervale Rds	1	548	4.5	n	y	n/a	general public use
Class VI ROW: Stone Falls & Centervale Rds	1	549	7.64	n	y	n/a	general public use
Class VI ROW: Stone Falls & Centervale Rds	1	549-B	1.3	n	y	n/a	general public use
Class VI ROW: Stone Falls & Centervale Rds	1	549-F	1.7	n	n	n/a	general public use
Class VI ROW: Stone Falls & Centervale Rds	1	549-F1	12.54	n	y	n/a	general public use
Class VI ROW: Stone Falls & Centervale Rds	1	549-F1A	7.92	n	y	n/a	general public use
Class VI ROW: Stone Falls & Centervale Rds	1	603	62	n	y	n/a	general public use
Class VI ROW: Stone Falls & Centervale Rds	1	603-X1	NOL			n/a	general public use
Class VI ROW: Stone Falls & Centervale Rds	1	604	NOL			n/a	general public use
Class VI ROW: Stone Falls & Centervale Rds	1	604-X	NOL			n/a	general public use

Utility Corridor Easements

Utility easements are voluntarily granted by private property owners to allow the placement of transmission lines across their property and to grant access for maintenance of those lines. The easements are recorded in the Registry of Deeds. Individuals are currently using some of these utility corridors for recreation, but landowner permission may not have been granted for such use by private citizens. Landowner permission should be obtained before any recreational users take advantage of these corridors. Utility easements are listed in this Plan because of their natural tendency, with wide, clear, and long avenues of travel, to become trails. Those columns which have neither a Current Use nor a Building listing, but which are marked by a "n/a", indicate the parcel is tax-exempt.

Although utility easements are considered rights-of-way, the right-of-way has not been granted to the public unlike other types of rights-of-way. There is one utility line corridor within Henniker which was split into four segments for ease of examination and description. The one parcel listed in the Town's tax index is found under **Private Utility Parcels** section.

Public Service of NH Powerline Easement Corridor - Hopkinton to Routes 9/202

This powerline corridor crosses several large parcels as well as a few smaller ones. Proximity of the powerlines to people's homes could impede the use of this entire easement corridor as a potential trail connector although sections could be used.

Name	Map #	Lot #	Acres	Curr Use?	Bldg?	Enforcement	Public Uses
PSNH Easement: Hopkinton to Routes 9/202	1	293-E	16	n	N	PSNH	none- utility maintenance only
PSNH Easement: Hopkinton to Routes 9/202	1	293-F	16.7	n	N	PSNH	none- utility maintenance only
PSNH Easement: Hopkinton to Routes 9/202	1	290	25.71	y	Y	PSNH	none- utility maintenance only
PSNH Easement: Hopkinton to Routes 9/202	1	289-F	.9	y	Y	PSNH	none- utility maintenance only
PSNH Easement: Hopkinton to Routes 9/202	1	289	15	y	Y	PSNH	none- utility maintenance only
PSNH Easement: Hopkinton to Routes 9/202	1	288	2.6	n	Y	PSNH	none- utility maintenance only
PSNH Easement: Hopkinton to Routes 9/202	1	287-B	6.05	n	Y	PSNH	none- utility maintenance only
PSNH Easement: Hopkinton to Routes 9/202	1	287	6.4	n	Y	PSNH	none- utility maintenance only
PSNH Easement: Hopkinton to Routes 9/202	1	311	NOL			PSNH	none- utility maintenance only
PSNH Easement: Hopkinton to Routes 9/202	1	310	4.2	n	Y	PSNH	none- utility maintenance only
PSNH Easement: Hopkinton to Routes 9/202	1	309	51	y	Y	PSNH	none- utility maintenance only
PSNH Easement: Hopkinton to Routes 9/202	1	306	34.01	y	Y	PSNH	none- utility maintenance only
PSNH Easement: Hopkinton to Routes 9/202	1	308	4.25	n	Y	PSNH	none- utility maintenance only
PSNH Easement: Hopkinton to Routes 9/202	1	306-X	29.31	y	Y	PSNH	none- utility maintenance only
PSNH Easement: Hopkinton to Routes 9/202	1	306-K	.23	n	Y	PSNH	none- utility maintenance only
PSNH Easement: Hopkinton to Routes 9/202	1	305	40.8	n	N	PSNH	none- utility maintenance only

Public Service of NH Powerline Easement - Routes 9/202 to Route 114

INVENTORY OF PUBLIC LANDS, EASEMENTS, AND RIGHTS-OF-WAY

The northern end of this corridor follows along the Hopkinton Everett Reservoir and the Contoocook River crossing one of the snowmobile trails. The corridor is wide and expansive, crossing the River following along the side of Bennett Road before joining with Route 114.

Name	Map #	Lot #	Acres	Curr Use?	Bldg?	Enforcement	Public Uses
PSNH Easement: Routes 9/202 to Route 114	1	305-D	.55	n	y	PSNH	none- utility maintenance only
PSNH Easement: Routes 9/202 to Route 114	1	305-C	3.29	n	y	PSNH	none- utility maintenance only
PSNH Easement: Routes 9/202 to Route 114	1	305-E	16.02	n	n	PSNH	none- utility maintenance only
PSNH Easement: Routes 9/202 to Route 114	1	305-A	NOL			PSNH	none- utility maintenance only
PSNH Easement: Routes 9/202 to Route 114	1	547	10.23	y	n	PSNH	none- utility maintenance only
PSNH Easement: Routes 9/202 to Route 114	1	544	NOL			PSNH	none- utility maintenance only
PSNH Easement: Routes 9/202 to Route 114	1	547-A	NOL			PSNH	none- utility maintenance only
PSNH Easement: Routes 9/202 to Route 114	1	548-A	NOL			PSNH	none- utility maintenance only
PSNH Easement: Routes 9/202 to Route 114	1	542-A	NOL			PSNH	none- utility maintenance only
PSNH Easement: Routes 9/202 to Route 114	1	542	36	y	y	PSNH	none- utility maintenance only
PSNH Easement: Routes 9/202 to Route 114	1	541	23.5	n	y	PSNH	none- utility maintenance only
PSNH Easement: Routes 9/202 to Route 114	1	540-X6	14.4	n	n	PSNH	none- utility maintenance only

Public Service of NH Powerline Easement - Route 114 to Patterson Hill Road

From Route 114, the powerlines bisect numerous parcels until they reach Patterson Hill Road at its intersection with Falkner Road. The potential for a trail connection could exist at Falkner Road if the corridor were wide and far enough away from homes.

Name	Map #	Lot #	Acres	Curr Use?	Bldg?	Enforcement	Public Uses
PSNH Easement: Route 114 to Patterson Road	1	539-D	13.4	n	y	PSNH	none- utility maintenance only
PSNH Easement: Route 114 to Patterson Road	1	522-C	2.44	n	y	PSNH	none- utility maintenance only
PSNH Easement: Route 114 to Patterson Road	1	522-A	6.5	n	y	PSNH	none- utility maintenance only
PSNH Easement: Route 114 to Patterson Road	1	517-F	NOL			PSNH	none- utility maintenance only
PSNH Easement: Route 114 to Patterson Road	1	582	13	y	n	PSNH	none- utility maintenance only
PSNH Easement: Route 114 to Patterson Road	1	581-C	168	y	y	PSNH	none- utility maintenance only
PSNH Easement: Route 114 to Patterson Road	1	581-B	35	y	n	PSNH	none- utility maintenance only
PSNH Easement: Route 114 to Patterson Road	1	388-A	7.5	n	y	PSNH	none- utility maintenance only
PSNH Easement: Route 114 to Patterson Road	1	396-D	NOL			PSNH	none- utility maintenance only
PSNH Easement: Route 114 to Patterson Road	1	574-B3	22.09	n	n	PSNH	none- utility maintenance only
PSNH Easement:	1	574-B2	5.05	n	y	PSNH	none- utility

INVENTORY OF PUBLIC LANDS, EASEMENTS, AND RIGHTS-OF-WAY

Route 114 to Patterson Road							maintenance only
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Public Service of NH Powerline Easement - Patterson Hill Road to Hillsborough

From Patterson Hill, the corridor travels westerly down a steep hill for almost a mile. When the corridor crosses the River, it intersects with Browns Way. This powerline corridor could serve as a unique recreational opportunity with its proximity to the River, its connectivity, and its varying topography.

Name	Map #	Lot #	Acres	Curr Use?	Bldg?	Enforcement	Public Uses
PSNH Easement: Patterson Hill Rd to Hillsboro	1	571-X	NOL			PSNH	none- utility maintenance only
PSNH Easement: Patterson Hill Rd to Hillsboro	1	571	90.1	y	y	PSNH	none- utility maintenance only
PSNH Easement: Patterson Hill Rd to Hillsboro	1	570	365	y	y	PSNH	none- utility maintenance only
PSNH Easement: Patterson Hill Rd to Hillsboro	1	568-C1	35.4	y	n	PSNH	none- utility maintenance only
PSNH Easement: Patterson Hill Rd to Hillsboro	1	568-B	19	y	y	PSNH	none- utility maintenance only
PSNH Easement: Patterson Hill Rd to Hillsboro	1	566-B	3.8	n	y	PSNH	none- utility maintenance only
PSNH Easement: Patterson Hill Rd to Hillsboro	1	767-B	6.5	n	y	PSNH	none- utility maintenance only
PSNH Easement: Patterson Hill Rd to Hillsboro	1	560	72	n	n	PSNH	none- utility maintenance only
PSNH Easement: Patterson Hill Rd to Hillsboro	1	561-B	3.93	n	n	PSNH	none- utility maintenance only
PSNH Easement: Patterson Hill Rd to Hillsboro	1	562-B	10.5	n	n	PSNH	none- utility maintenance only
PSNH Easement: Patterson Hill Rd to Hillsboro	1	557-X	37	y	n	PSNH	none- utility maintenance only
PSNH Easement: Patterson Hill Rd to Hillsboro	1	323-A	16	y	y	PSNH	none- utility maintenance only
PSNH Easement: Patterson Hill Rd to Hillsboro	1	557-X2	1.1	n	n	PSNH	none- utility maintenance only



III. INVENTORY OF EXISTING TRAILS

Two types of trails are being identified for this Plan: non-motorized and motorized. The trails listed in this chapter are being separated into one of these two groups for functional as well as organizational purposes. By inventorying both motorized and non-motorized trails, it can be determined if enough opportunities have been made available to both types of users. The non-motorized trails listed in this section have not been officially designated as non-motorized trails by the Town, by landowners or by the Army Corps; they are listed as such because non-motorized uses are typically the least intrusive type of use. It is also known that there are several private trails within the Town that are not listed in the **NON-MOTORIZED TRAILS** section because landowners have not been contacted, or they have specifically requested that their trails not be listed. Techniques for talking with landowners and establishing trails, both non-motorized and motorized, are listed in the **IMPLEMENTATION MEASURES** chapter.

The trails identified in this section are referenced by a circled number **0** which correlates to the **Existing Trail System Map** found at the back of this Plan. A summary chart entitled **Summary of Existing Trails and Rights-of-Way** is found at the end of this chapter. This chart is meant to provide, at a glance, the Public Uses for each trail and if each landowner has granted permission for using the trail on his or her property.

NON-MOTORIZED TRAILS

Non-motorized trails are those which are designed for pedestrian, cycling, or equestrian use during the warm months as well as cross-country skiing, snowshoeing, and dog-sledding during the winter. Henniker has a group of avid equestrians who readily allow non-motorized public access to their property with permission. Also, the Henniker Trail Travelers focus on all modes of trail recreation and can be another valuable asset to tap into.

Future editions of this Plan may include additional non-motorized trails. In preparation for this, a Public Uses column will note the restrictions of trails by the landowners. Note that some of the trails listed in the non-motorized section may be private trails where landowner permission has not been acquired for public use of these trails. They will be listed in the Plan with the intent to attempt, in the future, to acquire landowner permission for use of these trails.

Non-Motorized Winter Trail Uses:

cross-country skiing
snowshoeing
dog-sledding
horse driving (carriage / sled)

Non-Motorized Summer Trail Uses:

walking / hiking
mountain biking
horseback riding
roller-blading / skateboarding -
(where permitted by

INVENTORY OF EXISTING TRAILS

Private Trails off of Freeman Colby Road

6

The landowners of the land on which this trail falls have expressed an interest in allowing the public to enjoy these two trails after requesting permission. They have identified the location of the trail, which they themselves use for hiking and equestrian recreation. Approximate distances: 0.75 mile and 1.5 miles.

Name	Map #	Lot #	Acres	Curr Use?	Bldg?	Enforcement	Public Uses
Private Trails: Off Colby Hill Road	1	345	75.2	y	y	private	equestrian and hiking by permission
Private Trails: Off Colby Hill Road	1	346-X1	40	y	n	private	equestrian and hiking by permission

Private Trails between Freeman Colby Road and Old Hillsboro Road

7

Again, some landowners of the land on which this trail falls have expressed an interest in allowing the public to enjoy these two trails. They have identified the location of the trail, which they themselves use for hiking and equestrian recreation. Approximate distances: 1 mile and 2 miles.

Name	Map #	Lot #	Acres	Curr Use?	Bldg?	Enforcement	Public Uses
Private Trail: Freeman Colby/Old Hillsboro Rd	1	122	170.2	y	n	private	equestrian and hiking by permission
Private Trail: Freeman Colby/Old Hillsboro Rd	1	319	115	y	n	private	equestrian and hiking by permission
Private Trail: Freeman Colby/Old Hillsboro Rd	1	329A	78	y	n	private	equestrian and hiking by permission
Private Trail: Freeman Colby/Old Hillsboro Rd	1	329A-1	41.15	n	n	private	equestrian and hiking by permission
Private Trail: Freeman Colby/Old Hillsboro Rd	1	330	180	y	y	private	equestrian and hiking by permission

Private Trail off of Tower Road to Communications Tower

8

A private trail has been identified climbing behind Pat's Peak off of Class VI Tower Road. Although it is not certain, the trail may be only for maintenance use and not available to the public. A large elevation is experienced as the trail winds down and up the hill. In addition, the parcels listed may or may not be the actual parcels on which the trail falls. Approximate distance: 0.5 mile.

Name	Map #	Lot #	Acres	Curr Use?	Bldg?	Enforcement	Public Uses
Private Trail: Tower Rd to Communications Tower	1	654-HH	NOL			private	contact landowner
Private Trail: Tower Rd to Communications Tower	1	654-II	4.8	n	n	private	contact landowner
Private Trail: Tower Rd to Communications Tower	1	654-A	3.6	n/a	n/a	private	contact landowner
Private Trail: Tower Rd to Communications Tower	1	653	37.5	n	n	private	contact landowner
Private Trail: Tower Rd to Communications Tower	1	591	NOL			private	contact landowner
Private Trail: Tower Rd to Communications Tower	1	656-A	NOL			private	contact landowner

Hopkinton Everett Reservoir Trails

9

Although some uses of the network of trails in the protected area are motorized, the trails are typically recognized as non-motorized. Additional sensitivity in the area should be shown due to the inherent nature of the reservoir.

The trails off of River Road begin at the stone marker for the "First Schoolhouse in Henniker", in the field on the north side of River Road, and enters the woods and follows the River before coming out on College Hill Road across from Shaker Hill Road. The trail is maintained and used primarily by local equestrians. A year-round brook, which is wide and sometimes deep at the crossing, makes completion of the loop problematic on foot. Otherwise, the trail winds along the river, goes up and down some steep ridges and provides scenic views of a secluded portion of the river. While much of the trail is on federal flood control land, portions of it are on privately owned land and permission must be obtained for use. Because this trail is maintained and used extensively by local equestrians, and contains some steep ridges that erode easily, use by motorized vehicles is discouraged. Additionally, in deference to the equestrian traffic, it is appreciated if logs and other "jumps" not be removed.

Name	Map #	Lot #	Acres	Curr Use?	Bldg?	Enforcement	Public Uses
Reservoir Trails	1	601	NOL			US ACE	subject to restrictions
Reservoir Trails	1	611	NOL			US ACE	subject to restrictions
Reservoir Trails	1	611-A	NOL			US ACE	subject to restrictions
Reservoir Trails	1	612	24.3	y	y	private	by permission only
Reservoir Trails	1	612-E	NOL			US ACE	subject to restrictions

New England College Trails

21

Popular for cross-country skiing, walking, jogging, snowshoeing, and mountain biking, the New England College trails are located in a 125-acre forested area bordered by the Contoocook River and Proctor Hill. Although no longer professionally groomed for cross-country skiing, there are two marked trails, River Run and Proctor Hill, that follow along the Contoocook River and traverse Proctor Hill through a managed forest of hardwoods, mature hemlocks, and pine. Many of the trail markers of the original trails are still present but the trails are not maintained.

Both trails are accessed from the parking lot below the Lee Clement Arena at the eastern end of Grove Street. Both trails start along the old railroad bed that parallels the Contoocook for 4/10 of a mile. The trail turns left at the beginning of the hill. After a short rise, River Run is the left fork (towards the east) and winds through a managed forest area for 3/10 of a mile, entering into an open field below the NEC Observatory. Passing the Observatory, the parking lot is located down a long gentle hill towards campus (to the east). River Run: Easy, 1 mile.

The Proctor Hill trail separates from River Run after following along the Contoocook River, turning left at 4/10 of a mile, and taking the right fork after a short rise instead of following River Run back to the parking lot. The trail climbs and forks to the left, traversing across the hill with moderate rises and descents. The trail follows straight past the large boulder dropping along a stone wall and enters the open field uphill of the Observatory. Turning right at the Observatory, the parking lot is located down a long gentle hill towards campus (to the east). Proctor Hill: Moderate, 1.5 miles.

Name	Map #	Lot #	Acres	Curr Use?	Bldg?	Enforcement	Public Uses
Private Trails: New England College	2	390	110	n	n	private	subject to restrictions
Private Trails: New England College	2	424	12.32	n	n	private	subject to restrictions

Private Trail off of Ireland Road

22

This old logging road is disguised as portions of Ireland Road, when in fact the logging road criss-crosses the Class VI Ireland Road. At least one of the owners of the properties on which the private trail falls is willing to grant the public non-motorized access with permission.

Name	Map #	Lot #	Acres	Curr Use?	Bldg?	Enforcement	Public Uses
Private Trails: off Ireland Road	1	695-C	43	y	n	private	equestrian and hiking by permission
Private Trails: off Ireland Road	1	699	243.6	y	n	private	equestrian and hiking by permission
Private Trails: off Ireland Road	1	700	63	y	n	private	equestrian and hiking by permission

MOTORIZED TRAILS

Motorized trails are typically considered those suitable for all-terrain vehicle (ATV), four wheel-drive vehicle (4WD), snowmobile, or motorbike usage. Often times, motorized trails are posted to accommodate one or more of the different types of vehicles and not all of the types; also, not all motorized trails are suitable for non-motorized use because of the potential danger of multiple uses or by landowner agreement. The Public Uses states the uses of the trail permitted by private landowners; all other uses require explicit permission by the landowners. When discussing existing trails, one or more groups holds the responsibility for maintaining these trails across private (or public) property. This group is identified in the Enforcement column.

Motorized Winter Trail Uses:

ATV'ing
snowmobiling

Motorized Summer Trail Uses:

motorbiking
ATV'ing

All of the recognized motorized trails within the Town are snowmobile trails organized and maintained by the Henniker Trail Travelers. Permission has been obtained from all landowners for winter snowmobile usage. This trail network "spider-web's" from every section of Town, leading to the abutting municipalities. For identification purposes, these trails are examined in segments between roadways.


Henniker Trail Travelers

Henniker's local trail group, not just a snowmobile club but also a club for all types of trails uses, has done extensive trails work within the Town. Members contacted landowners about allowing access to their property, and obtained the necessary agreements, constructed the trails with volunteer labor and grant funds, and maintain the trails during the summer and winter months.

In order to protect the interests and agreements of both the Henniker Trail Travelers and the private landowners who have allowed snowmobile access, these trails must not be used by individuals during the summer without explicit landowner permission. In addition, because the Trail Travelers work hard to create and maintain the trails, cooperation with the club is highly encouraged before any use of the trails, other than winter snowmobile use, is undertaken.

Unfortunately, unauthorized summer motorized vehicle use of the trails have torn up portions of the maintained trails. Private property owners do not appreciate the abuse of the recreation privilege they have granted and can close the trails to the public, thus terminating an essential link to the Trail Travelers' trail system that they have worked hard to develop.

Because the Trail Travelers have created and maintained these trails, noted below, the utmost respect should be given to the Public Uses of the trails.

The important limitation of the GPS within this Plan is its inability to correlate with the tax maps (see **Methodology** in the **INTRODUCTION**). Therefore, those trails indicated in the Plan with  may or may not have the appropriate parcels listed. Additional field checking should be

The parcels listed below each trail segment were taken from the tax maps based upon the approximate location of the snowmobile trails. The Enforcement column indicates who has taken responsibility for the maintenance and security of the trail. The Henniker Trail Travelers have not confirmed the listed

INVENTORY OF EXISTING TRAILS

parcels in order to retain the privacy of landowners; therefore, the parcels listed are may or may not be accurate. Instead, please contact the Trail Travelers directly with specific property questions. A "n/a" listing indicates that the parcel is owned by a tax-exempt entity such as the Town, State, or US Government. Because of their inherent interest in an unmaintained roadway, Class VI abutting parcels have also been listed.



Snowmobile Trail Segment from Hillsborough to Peasley Road to Quaker Street

The segment begins in Hillsborough at a gated farm where no summer access is permitted, although the topography shows that the trail winds around the slope of a tall hill. Beginning at Peasley Road, the trail head is marked only from the trail side, not the road side, making finding the trail somewhat difficult. The trail travels into the woods and is fairly well groomed with only short grasses and weeds on the trail. About 1/4 of a mile into the trail there is an unblazed fork with both options appearing equally well traveled. From the fork the trail continues deeper into a heavily wooded pine forest. The trail remains approximately 10 feet wide though the entire stretch. There are several additional junctions, but each is well marked with signs indicating where the snowmobile trail heads. There are no blazes anywhere along the trail except at the junctions. This trail has been only partially located via GPS. Approximate distance: 3 miles

Name	Map #	Lot #	Acres	Curr Use?	Bldg?	Enforcement	Public Uses
Snowmobile Trail: Hillsboro to Quaker Street	1	625	38.8	y	n	Henniker Trail Travelers	winter use only
Snowmobile Trail: Hillsboro to Quaker Street	1	625-B	47.4	n	n	Henniker Trail Travelers	winter use only
Snowmobile Trail: Hillsboro to Quaker Street	1	626	275	y	y	Henniker Trail Travelers	winter use only
Snowmobile Trail: Hillsboro to Quaker Street	1	627	NOL			Henniker Trail Travelers	winter use only
Snowmobile Trail: Hillsboro to Quaker Street	1	711-B	NOL			Henniker Trail Travelers	winter use only
Snowmobile Trail: Hillsboro to Quaker Street	1	631-A	35.5	y	y	Henniker Trail Travelers	winter use only
Snowmobile Trail: Hillsboro to Quaker Street	1	631	255	y	y	Henniker Trail Travelers	winter use only
Snowmobile Trail: Hillsboro to Quaker Street	1	630-X	92.4	y	n	Henniker Trail Travelers	winter use only
Snowmobile Trail: Hillsboro to Quaker Street	1	570-X	NOL			Henniker Trail Travelers	winter use only
Snowmobile Trail: Hillsboro to Quaker Street	1	640	30	y	n	Henniker Trail Travelers	winter use only

Snowmobile Trail Segment from Quaker Street to Mount Hunger Road to Chase Road

Beginning at the very bottom of Quaker Street south of Pleasant Pond, the trail was difficult to find on a Class VI road. Many logging roads criss-crossed the trip north, making summer foot travel, on the snowmobile trail, difficult. At Mount Hunger Road, the beginning is marked only on the trail side and not the road side. The trail heading north is easily identified, but where the trail continues across the roadway is not. North from the roadway the trail is very well defined remaining 8-10 feet wide. After climbing a mild grade, the trail enters more wooded areas and begins a slight downward grade. The trail is very well traveled with zero to minimal growth on the trail. Most of the trail is packed sandy soil. There are no junctions with other trails along this portion and there are no blazes of any kind except at the ends. About one half of the trail travels through a State Forest, but there are no markings indicating this except where the trail exits onto Chase Road. At that location there are signs along Chase Road indicating that it is a State property. This trail has been only partially located via GPS. Approximate distance: 1.5 miles

Name	Map #	Lot #	Acres	Curr Use?	Bldg?	Enforcement	Public Uses
Snowmobile Trail: Quaker Street to Chase Rd	1	721-F	4.5	n/a	no	Henniker Trail Travelers State of NH	winter use only
Snowmobile Trail: Quaker Street to Chase Rd	1	721-E	NOL			Henniker Trail Travelers	winter use only
Snowmobile Trail: Quaker Street to Chase Rd	1	721	46.88	y	y	Henniker Trail Travelers	winter use only
Snowmobile Trail: Quaker Street to Chase Rd	1	722	5.5	n	n	Henniker Trail Travelers	winter use only
Snowmobile Trail: Quaker Street to Chase Rd	1	724	90.62	y	y	Henniker Trail Travelers	winter use only
Snowmobile Trail: Quaker Street to Chase Rd	1	727-X	4	n	y	Henniker Trail Travelers	winter use only
Snowmobile Trail: Quaker Street to Chase Rd	1	727	96	y	y	Henniker Trail Travelers	winter use only
Snowmobile Trail: Quaker Street to Chase Rd	1	646	109	n/a	n/a	Henniker Trail Travelers State of NH	winter use only
Snowmobile Trail: Quaker Street to Chase Rd	1	580	38	y	n	Henniker Trail Travelers	winter use only
Snowmobile Trail: Quaker Street to Chase Rd	1	579	52	y	y	Henniker Trail Travelers	winter use only

Snowmobile Trail Segment from Quaker St along Chase Rd over Flanders Rd to Temple Rd

The segment begins where the prior Quaker Street segment ended at its intersection with Chase Road. The snowmobile trail follows along Class VI Chase Road, crossing Butter Road, and veering off to follow Craney Hill Road north to Flanders Road. At Flanders Road, the trail winds up along a ridge and ends at Temple Road, where it intersects with other snowmobile trails. Approximate distance: 3 miles

Name	Map #	Lot #	Acres	Curr Use?	Bldg?	Enforcement	Public Uses
Snowmobile Trail: Quaker St to Temple Road	1	642-C	39	y	n	Henniker Trail Travelers	winter use only
Snowmobile Trail: Quaker St to Temple Road	1	577-X1	12	y	y	Henniker Trail Travelers	winter use only
Snowmobile Trail: Quaker St to Temple Road	1	577-X2	18.1	y	n	Henniker Trail Travelers	winter use only
Snowmobile Trail: Quaker St to Temple Road	1	642	75	y	y	Henniker Trail Travelers	winter use only
Snowmobile Trail: Quaker St to Temple Road	1	574-X	37.6	y	y	Henniker Trail Travelers	winter use only
Snowmobile Trail: Quaker St to Temple Road	1	579	52	y	y	Henniker Trail Travelers	winter use only
Snowmobile Trail: Quaker St to Temple Road	1	580	38	y	n	Henniker Trail Travelers	winter use only
Snowmobile Trail: Quaker St to Temple Road	1	584	64.3	y	n	Henniker Trail Travelers	winter use only
Snowmobile Trail: Quaker St to Temple Road	1	648	105.5	y	n	Henniker Trail Travelers	winter use only
Snowmobile Trail: Quaker St to Temple Road	1	583	78	n	y	Henniker Trail Travelers	winter use only
Snowmobile Trail: Quaker St to Temple Road	1	587-A	98.85	n	y	Henniker Trail Travelers	winter use only
Snowmobile Trail: Quaker St to Temple Road	1	539-C	35.4	n	n	Henniker Trail Travelers	winter use only
Snowmobile Trail: Quaker St to Temple Road	1	539-A	2.5	n	y	Henniker Trail Travelers	winter use only
Snowmobile Trail: Quaker St to Temple Road	1	539-E	NOL			Henniker Trail Travelers	winter use only
Snowmobile Trail: Quaker St to Temple Road	1	539-B	1.5	n	y	Henniker Trail Travelers	winter use only
Snowmobile Trail: Quaker St to Temple Road	1	590-B	3.2	n	y	Henniker Trail Travelers	winter use only

Snowmobile Trail Segments from Route 114 south along Craney Pond Road

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Beginning at Weare Road between the cross streets of Temple Road and Elm Street, the trail begins and follows along Class V Craney Pond Road. When it becomes Class VI, Craney Pond serves as a winter snowmobile route continuing of relatively flat terrain down to almost Bowers Road. Approximate distance: 3 miles. However, a side trail spur begins at the junctions of Temple, Elm, and Craney Pond Roads that follows to the east of the main trail and climbs up to the top of a high hill. It rejoins the Craney Pond Road before it becomes a Class VI road. Approximate distance: 1 mile

Name	Map #	Lot #	Acres	Curr Use?	Bldg?	Enforcement	Public Uses
Snowmobile Trail: Rte 114 to Craney Pond Rd	1	590-B	3.2	n	y	Henniker Trail Travelers	winter use only
Snowmobile Trail: Rte 114 to Craney Pond Rd	1	590-D	3.6	n	y	Henniker Trail Travelers	winter use only
Snowmobile Trail: Rte 114 to Craney Pond Rd	1	590-F	NOL	n		Henniker Trail Travelers	winter use only
Snowmobile Trail: Rte 114 to Craney Pond Rd	1	590-FX	141	y	n	Henniker Trail Travelers	winter use only
Snowmobile Trail: Rte 114 to Craney Pond Rd	1	738	40	y	n	Henniker Trail Travelers	winter use only
Snowmobile Trail: Rte 114 to Craney Pond Rd	1	735	5.5	n/a	n/a	Henniker Trail Travelers	winter use only
Snowmobile Trail: Rte 114 to Craney Pond Rd	1	736	19	y	n	Henniker Trail Travelers	winter use only
Snowmobile Trail: Rte 114 to Craney Pond Rd	1	733	23	y	n	Henniker Trail Travelers	winter use only
Snowmobile Trail: Rte 114 to Craney Pond Rd	1	739	52	n/a	n/a	Henniker Trail Travelers	winter use only
Snowmobile Trail: Rte 114 to Craney Pond Rd	1	740	178	y	n	Henniker Trail Travelers	winter use only
Snowmobile Trail: Rte 114 to Craney Pond Rd	1	731-F	9.67	n	y	Henniker Trail Travelers	winter use only
Snowmobile Trail: Rte 114 to Craney Pond Rd	1	732	16.1	y	y	Henniker Trail Travelers	winter use only

Snowmobile Trail Segment along Bennett Road to Colby Crossing

This trail connects at the junction of two other snowmobile trails just off of Temple Road. Heading southerly, the trail follows the paved Class VI Bennett Road through the gates and crosses River Road. At Mud Pond, the trail turns in the opposite direction to the woods on the left and curves southerly until its meeting with Colby Crossing.

Name	Map #	Lot #	Acres	Curr Use?	Bldg?	Enforcement	Public Uses
Snowmobile Trail: Bennett Rd to Colby X-ing	1	590-B	3.2	n	Y	Henniker Trail Travelers	winter use only
Snowmobile Trail: Bennett Rd to Colby X-ing	1	540-X6	14.4	n	n	Henniker Trail Travelers	winter use only
Snowmobile Trail: Bennett Rd to Colby X-ing	1	595	NOL	US ACE?		Henniker Trail Travelers	winter use only
Snowmobile Trail: Bennett Rd to Colby X-ing	1	541-XX	3	n	n	Henniker Trail Travelers	winter use only
Snowmobile Trail: Bennett Rd to Colby X-ing	1	594	NOL	US ACE?		Henniker Trail Travelers	winter use only
Snowmobile Trail: Bennett Rd to Colby X-ing	1	597-A	NOL	US ACE?		Henniker Trail Travelers	winter use only
Snowmobile Trail: Bennett Rd to Colby X-ing	1	596	NOL	US ACE?		Henniker Trail Travelers	winter use only
Snowmobile Trail: Bennett Rd to Colby X-ing	1	599-A	466	n/a	n/a	Henniker Trail Travelers US ACE	winter use only
Snowmobile Trail: Bennett Rd to Colby X-ing	1	599	NOL	US ACE?		Henniker Trail Travelers	winter use only
Snowmobile Trail: Bennett Rd to Colby X-ing	1	599-B	NOL	US ACE?		Henniker Trail Travelers	winter use only
Snowmobile Trail: Bennett Rd to Colby X-ing	1	666	NOL	US ACE?		Henniker Trail Travelers	winter use only
Snowmobile Trail: Bennett Rd to Colby X-ing	1	687	NOL	US ACE?		Henniker Trail Travelers	winter use only
Snowmobile Trail: Bennett Rd to Colby X-ing	1	686	NOL	US ACE?		Henniker Trail Travelers	winter use only
Snowmobile Trail: Bennett Rd to Colby X-ing	1	685	NOL	US ACE?		Henniker Trail Travelers	winter use only
Snowmobile Trail: Bennett Rd to Colby X-ing	1	691-A	NOL	US ACE?		Henniker Trail Travelers	winter use only
Snowmobile Trail: Bennett Rd to Colby X-ing	1	693	NOL	US ACE?		Henniker Trail Travelers	winter use only
Snowmobile Trail: Bennett Rd to Colby X-ing	1	681	NOL	US ACE?		Henniker Trail Travelers	winter use only
Snowmobile Trail: Bennett Rd to Colby X-ing	1	680	1.3	n	n	Henniker Trail Travelers	winter use only

Snowmobile Trail Segment from Old Railroad Bed at Contoocook to Old Concord Road Park

A confusing junction occurs when the trail splits off from the old railroad bed to an Army Corps trail on the right; by continuing alongside the Contoocook, the less maintained and unblazed trail is indeed the correct trail. The trail continues into heavily wooded areas and across fields for the next mile, which are hard to follow due to lack of summer-use blazing. After leaving the Contoocook, the trail continues north across Main Street, and continues through fields; the mowed pathways guide the way. Unbridged low spots on the trail are filled with high mud and standing water. The trail leads back to Old Concord Road, where it crosses and continues along to the next segment. Approximate distance: 2 miles



Name	Map #	Lot #	Acres	Curr Use?	Bldg?	Enforcement	Public Uses
Snowmobile Trail: Contoo'k to Old Conc Rd	1	602	NOL	US ACE?		Henniker Trail Travelers	winter use only
Snowmobile Trail: Contoo'k to Old Conc Rd	1	603-A	NOL	"		Henniker Trail Travelers	winter use only
Snowmobile Trail: Contoo'k to Old Conc Rd	1	604-A	NOL	"		Henniker Trail Travelers	winter use only
Snowmobile Trail: Contoo'k to Old Conc Rd	1	548-A	NOL	"		Henniker Trail Travelers	winter use only
Snowmobile Trail: Contoo'k to Old Conc Rd	1	547-A	NOL	"		Henniker Trail Travelers	winter use only
Snowmobile Trail: Contoo'k to Old Conc Rd	1	544	NOL	"		Henniker Trail Travelers	winter use only
Snowmobile Trail: Contoo'k to Old Conc Rd	1	543	NOL	"		Henniker Trail Travelers	winter use only
Snowmobile Trail: Contoo'k to Old Conc Rd	1	305-A	NOL	"		Henniker Trail Travelers	winter use only
Snowmobile Trail: Contoo'k to Old Conc Rd	1	305-D1	2.6	n	y	Henniker Trail Travelers	winter use only
Snowmobile Trail: Contoo'k to Old Conc Rd	1	301	482	n/a	n/a	Henniker Trail Travelers US ACE	winter use only
Snowmobile Trail: Contoo'k to Old Conc Rd	1	299-A	NOL	"		Henniker Trail Travelers	winter use only
Snowmobile Trail: Contoo'k to Old Conc Rd	1	299-B	NOL	"		Henniker Trail Travelers	winter use only
Snowmobile Trail: Contoo'k to Old Conc Rd	1	252	NOL	"		Henniker Trail Travelers	winter use only

Snowmobile Trail Segment from Old Concord Road Park to Ramsdell Road

Parking is available for up to twenty vehicles at the two gravel parking areas opposite the park. The beginning of the trail is difficult to see, but widens to a consistent 3-4 foot hard-packed dry trail that follows along the river. The slope varies, and established vegetation surrounds the trail. The trail winds behind the cemetery, crosses a construction drive, and travels through an apparent former housing site that is complete with a landscaped retaining wall and creeping myrtle. This trail segment ends just before the bridge over Ramsdell Road, but continues along the old railroad bed across the river at Route 114. Although this trail is used in the winter as a snowmobile trail, it is perfectly suited for summer hiking, mountain biking, and motorbiking. Approximate distance: .75 miles.

INVENTORY OF EXISTING TRAILS

Name	Map #	Lot #	Acres	Curr Use?	Bldg?	Enforcement	Public Uses
Snowmobile Trail: Old Conc Rd to Ramsdell	1	532	NOL			Henniker Trail Travelers Army Corps of Engineers	winter use only
Snowmobile Trail: Old Conc Rd to Ramsdell	1	531	NOL	"		Henniker Trail Travelers Army Corps of Engineers	winter use only
Snowmobile Trail: Old Conc Rd to Ramsdell	1	516	2.45	n/a	y	Henniker Trail Travelers US ACE / State	winter use only
Snowmobile Trail: Old Conc Rd to Ramsdell	1	509	NOL	"		Henniker Trail Travelers Army Corps of Engineers	Winter use only

Snowmobile Trail Segment from Warner Road over Foster Road to Old Concord Road Park

At the Warner Road junction, this trail is one of three that meet at this spot. The trail crosses under Route 9/202 and through the Class VI portion of Foster Road. At Foster Road, the traveler begins to enter the vast protected lands of the Army Corps of Engineers. After a confusing 4-way trail junction, the trail continues south and travels soqn the right-of-way of the soccer field and onto Old Concord Road.

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Name	Map #	Lot #	Acres	Curr Use?	Bldg?	Enforcement	Public Uses
Snowmobile Trail: Warner Rd to Old Con Rd	1	252	NOL			Henniker Trail Travelers	winter use only
Snowmobile Trail: Warner Rd to Old Con Rd	2	237-B	50.5	n	y	Henniker Trail Travelers	winter use only
Snowmobile Trail: Warner Rd to Old Con Rd	1	253	4.2	n	n	Henniker Trail Travelers	winter use only
Snowmobile Trail: Warner Rd to Old Con Rd	1	254	NOL			Henniker Trail Travelers	winter use only
Snowmobile Trail: Warner Rd to Old Con Rd	1	274	NOL			Henniker Trail Travelers	winter use only
Snowmobile Trail: Warner Rd to Old Con Rd	1	256	226	n/a	n	Henniker Trail Travelers US ACE	winter use only

Snowmobile Trail Segment from Old Concord Road Park over Crescent St to Main Street

At the Park, the trail quietly begins up the right-of-way on the left of the soccer field. Many paths criss-cross until a four-way junction is reached. Heading easterly, this trail follows along the protected lands and makes a sharp southerly turn. At this point, the trail connects to Crescent Street at the end of a private driveway. The driveway makes it difficult to locate the trail during the summer months.

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Name	Map #	Lot #	Acres	Curr Use?	Bldg?	Enforcement	Public Uses
Snowmobile Trail: Old Conc Rd to Main St	1	252	NOL			Henniker Trail Travelers	winter use only
Snowmobile Trail: Old Conc Rd to Main St	2	237-B	50.5	n	y	Henniker Trail Travelers	winter use only
Snowmobile Trail: Old Conc Rd to Main St	2	232-CL	NOL			Henniker Trail Travelers	winter use only
Snowmobile Trail: Old Conc Rd to Main St	2	229-A	2.7	n	n	Henniker Trail Travelers	winter use only
Snowmobile Trail: Old Conc Rd to Main St	2	238	4	n	y	Henniker Trail Travelers	winter use only

Snowmobile Trail Segment from Hemlock Corner Loop to Warner Road

The trail begins on a dirt road/driveway located on Cross Road near the Bradford town line. Parking at the trailhead is very limited, barely enough for 1 vehicle. The trail is well defined from the trailhead to the junction of Hemlock Corners Loop. This portion of the trail is approximately 2/3 of a mile, and periodically skirts stone walls and a small stream. It was evident that the trail is used by a variety of vehicles, including motorbikes and OHRVs although this portion of the trail was signed for snowmobile users only. Ruts caused by OHRVs have collected water and have made hiking difficult. After the crossing Dodge Hill Road, the trail continues to a junction where users can travel to Long Pond, or towards the center of Henniker. Shortly after this intersection, users who choose to continue toward the center of Henniker will again cross Hemlock Corner Loop to a shared driveway. Users must cross the yard of one home to again meet the trail. The trail again becomes well defined, and continues to the Henniker Gravel Pit where the trail splits. One section leads into the center of the gravel pit, and eventually to Route 9/ 202. The other segment travels on along a ridge with an overlook of a ravine and creek complete with waterfalls. Those users who go through the gravel pit will eventually meet with Route 9/202. A small pull off on Warner Road, near a Route 9/202 overpass, provides for ample parking for as many as six vehicles. Approximate distance: 3.5 miles.

In addition, snowmobile segments that were not GPS'd connect Long Pond to Middle and Upper Ponds. These lots are the three listed at the bottom of the chart.

Name	Map #	Lot #	Acres	Curr Use?	Bldg?	Enforcement	Public Uses
Snowmobile Trail: Hemlock to Warner Rd	1	21	18	n	y	Henniker Trail Travelers	Winter use only
Snowmobile Trail: Hemlock to Warner Rd	1	20	8.27	y	n	Henniker Trail Travelers	Winter use only
Snowmobile Trail: Hemlock to Warner Rd	1	49-C	37.8	y	n	Henniker Trail Travelers	Winter use only
Snowmobile Trail: Hemlock to Warner Rd	1	49	33	y	n	Henniker Trail Travelers	Winter use only
Snowmobile Trail: Hemlock to Warner Rd	1	49-A	0.77	n	n	Henniker Trail Travelers	Winter use only
Snowmobile Trail: Hemlock to Warner Rd	1	76	NOL			Henniker Trail Travelers	Winter use only
Snowmobile Trail: Hemlock to Warner Rd	1	74-F1	8.1	n	y	Henniker Trail Travelers	Winter use only
Snowmobile Trail: Hemlock to Warner Rd	1	74-F	5	n	y	Henniker Trail Travelers	Winter use only
Snowmobile Trail: Hemlock to Warner Rd	1	72	NOL			Henniker Trail Travelers	Winter use only
Snowmobile Trail: Hemlock to Warner Rd	1	103-X	NOL			Henniker Trail Travelers	Winter use only
Snowmobile Trail: Hemlock to Warner Rd	1	111	78.5	y	y	Henniker Trail Travelers	Winter use only
Snowmobile Trail: Hemlock to Warner Rd	1	119-A	47	n	y	Henniker Trail Travelers	Winter use only
Snowmobile Trail: Hemlock to Warner Rd	1	119-M	88	y	n	Henniker Trail Travelers	Winter use only

Snowmobile Trail Segment from Mink Hill Road to Warner Road


The trail begins at the Bradford Town line and follows down Class VI Mink Road until just before its junction with Route 114. After crossing Route 114, a steep incline awaits the traveler. In the middle of the trail, a junction is reached where a connection is made to another trail which is, aside from the junction, completely following Class VI Liberty Hill Road. However, the main trail continues southerly until it crosses Davidson Road and then Route 114 again. Shortly after, it joins the two other trail connections at Warner Road.

Name	Map #	Lot #	Acres	Curr Use?	Bldg?	Enforcement	Public Uses
Snowmobile Trail: Mink Hill to Warner Rd	1	12-X	NOL			Henniker Trail Travelers	winter use only
Snowmobile Trail: Mink Hill to Warner Rd	1	13	20	n	y	Henniker Trail Travelers	winter use only
Snowmobile Trail: Mink Hill to Warner Rd	1	14	90	y	n	Henniker Trail Travelers	winter use only
Snowmobile Trail: Mink Hill to Warner Rd	1	11	193	y	n	Henniker Trail Travelers	winter use only
Snowmobile Trail: Mink Hill to Warner Rd	1	762	28	y	n	Henniker Trail Travelers	winter use only
Snowmobile Trail: Mink Hill to Warner Rd	1	42-A	.3	n/a	n	Henniker Trail Travelers Town of Henniker	winter use only
Snowmobile Trail: Mink Hill to Warner Rd	1	42	NOL			Henniker Trail Travelers	winter use only
Snowmobile Trail: Mink Hill to Warner Rd	1	41	74	y	y	Henniker Trail Travelers	winter use only
Snowmobile Trail: Mink Hill to Warner Rd	1	68	NOL			Henniker Trail Travelers	winter use only
Snowmobile Trail: Mink Hill to Warner Rd	1	67-A	NOL			Henniker Trail Travelers	winter use only
Snowmobile Trail: Mink Hill to Warner Rd	1	67	NOL			Henniker Trail Travelers	winter use only
Snowmobile Trail: Mink Hill to Warner Rd	1	94	NOL			Henniker Trail Travelers	winter use only
Snowmobile Trail: Mink Hill to Warner Rd	1	95	NOL			Henniker Trail Travelers	winter use only
Snowmobile Trail: Mink Hill to Warner Rd	1	96	NOL			Henniker Trail Travelers	winter use only
Snowmobile Trail: Mink Hill to Warner Rd	1	96-X2	NOL			Henniker Trail Travelers	winter use only
Snowmobile Trail: Mink Hill to Warner Rd	1	96-X1	NOL			Henniker Trail Travelers	winter use only
Snowmobile Trail: Mink Hill to Warner Rd	1	96-X	NOL			Henniker Trail Travelers	winter use only
Snowmobile Trail: Mink Hill to Warner Rd	1	96-B	NOL			Henniker Trail Travelers	winter use only
Snowmobile Trail: Mink Hill to Warner Rd	1	88-B	NOL			Henniker Trail Travelers	winter use only
Snowmobile Trail: Mink Hill to Warner Rd	1	103-X	NOL			Henniker Trail Travelers	winter use only

SUMMARY OF EXISTING TRAILS AND RIGHTS-OF-WAY

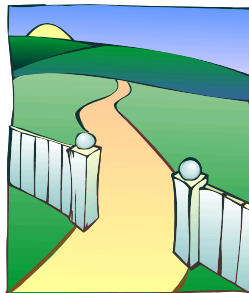
This graphical summary provides a snapshot of the previous two chapters and can be used as a guide to the **Existing Trail System Map**. The Enforcement column indicates who has taken responsibility for the maintenance and security of the trail. This summary chart does not endorse the use of any of the listed trails or rights-of-way; instead it is a compilation of the known trails within Town that may be conducive to public use with proper landowner permission (see Landowner Permission Obtained column). Careful consideration should be given as to whether or not a landowner has given permission for use of their land before attempting to use a trail.

Existing Trails and Rights-of-Way (ROW)

Name	Map Symbol	Public Uses	Enforcement	Landowner Permission Obtained
Former Railroad ROW: Hopkinton to Contoocook River	1	contact landowner	private	no
Former Railroad ROW: Contoocook River to Elm Street	2	contact landowner	private	no
Former Railroad ROW: Elm Street to Depot Hill Road	3	contact landowner	private	no
Former Railroad ROW: Depot Hill Road to Browns Way	4	contact landowner	private	no
Former Railroad ROW: Bennett Road to Weare	5	contact landowner	private	no
Class VI ROW: Freeman Colby Road Segment		general public use	n/a	no
Class VI ROW: Colby Hill Road Segment		general public use	n/a	no
Class VI ROW: Whitney Road		general public use	n/a	no
Class VI ROW: Chase Road		general public use	n/a	no
Class VI ROW: Ireland Road		general public use	n/a	no
Class VI ROW: Bennett Road		general public use	n/a	no
Class VI ROW: Unnamed Rd from Warner Tl to Rte 114		general public use	n/a	no
Class VI ROW: Bound Tree Road		general public use	n/a	no
Class VI ROW: Shaker Hill Road Segment		general public use	n/a	no
Class VI ROW: Falkner Road Segment		general public use	n/a	no
Class VI ROW: Craney Pond Road Segment		general public use	n/a	no
Class VI ROW: Stone Falls Road and Centervale Road		general public use	n/a	no
PSNH Utility Easement Corridor: Hopkinton to Routes 9/202		none	PSNH	yes, utility maintenance only
PSNH Utility Easement Corridor: Routes 9/202 to Route 114		none	PSNH	yes, utility maintenance only
PSNH Utility Easement Corridor: Route 114 to Patterson Hill Road		none	PSNH	yes, utility maintenance only

INVENTORY OF EXISTING TRAILS

PSNH Utility Easement Corridor: Patterson Hill Road to Hillsborough		none	PSNH	yes, utility maintenance only
Private Trails : off of Freeman Colby Road	6	contact landowner	private	no
Private Trail: between Freeman Colby & Old Hillsboro Rds	7	contact landowner	private	no
Private Trail: to Communications Tower from Tower Rd	8	none	private	no
Hopkinton Everett Reservoir Trails	9	contact landowner	private and US Army Corps	no
Snowmobile Trail Segment: Hillsboro to Peasley Rd to Quaker Street	10	winter use only	Henniker Trail Travelers	yes, winter use only
Snowmobile Trail Segment: Quaker St to Mt Hunger Rd to Chase Rd	11	winter use only	Henniker Trail Travelers	yes, winter use only
Snowmobile Trail Segment: Quaker St along Chase over Flanders to Temple	12	winter use only	Henniker Trail Travelers	yes, winter use only
Snowmobile Trail Segment: Route 114 south along Craney Pond Road	13	winter use only	Henniker Trail Travelers	yes, winter use only
Snowmobile Trail Segment: Bennett Road to Colby Crossing	14	winter use only	Henniker Trail Travelers	yes, winter use only
Snowmobile Trail Segment: Railbed @Contoocook to Old Concord Rd Prk	15	winter use only	Henniker Trail Travelers	yes, winter use only
Snowmobile Trail Segment: Old Concord Rd Park to Ramsdell Road	16	winter use only	Henniker Trail Travelers	yes, winter use only
Snowmobile Trail Segment: Warner Rd over Foster to Old Concord Rd Prk	17	winter use only	Henniker Trail Travelers	yes, winter use only
Snowmobile Trail Segment: Old Concord Rd Prk over Crescent to Main St	18	winter use only	Henniker Trail Travelers	yes, winter use only
Snowmobile Trail Segment: Hemlock Corners Loop to Warner Road	19	winter use only	Henniker Trail Travelers	yes, winter use only
Snowmobile Trail Segment: Mink Hill Road to Warner Road	20	winter use only	Henniker Trail Travelers	yes, winter use only
Private Trails New England College	21	subject to restrictions	private	no
Private Trail: off of Ireland Road	22	contact landowner	private	no



IV. PROPOSED OPEN SPACE TRAIL SYSTEM

Imagine being able to freely travel from one side of Henniker to the other by using footpaths that meander through the woods. These woods seem to stretch on indefinitely, offering chance sightings of wildlife and babbling brooks to rest beside. Imagine being able to climb to the top of Mount Hunger and scanning the vast, surrounding greenscape, with the downtown village of Henniker nestled below in between the hilltops, and smelling the fresh pine forests. Imagine bicycling high along the Contoocook River on a hot sunny day as the river flows lazily past tall, grassy fields and invites a refreshing dip. These are the ideas that an open space trail system can bring to reality.

An examination of the existing trail system has led to a variety of trail types and permitted uses of the trails/rights-of-way. Trails are found on private land and public land; some trails are currently used without permission and some are used with permission; some are maintained and some are overgrown. The Town has an unprecedented opportunity to work with the primary creator and maintainer of these existing trails, the Henniker Trail Travelers.

Class VI roads could be considered "pre-existing" trails in a sense and can help form the foundation of an open space trail system. A next step could be to designate an existing trail or right-of-way (such as a Class VI Road) as Class A or B, through a vote of Town Meeting. Although this would officially recognize a trail and gives certain benefits, a designation reduces or eliminates the some rights of abutters, and permanently removes the Class VI status of an existing road. See the **IMPLEMENTATION MEASURES** chapter for more information.

As well, the Town has almost 2,700 acres of land that are permanently protected through the Army Corps of Engineers and through the State Forests. The vast majority of this land is open for public use. This tremendous resource alone affords many opportunities to create or expand the existing trail system within the framework of existing and future potential public access lands.

The **Proposed Open Space Trail System Map** gives a visual representation of where current trails lie as well as proposed linkages to the existing trails. Six specific linkages to trail segments mentioned in the previous section have been recommended. Of particular note is the fact that almost every trail, with the exception of the trails within the Hopkinton-Everett Reservoir land and Class VI Roads, is located on privately owned land. It is imperative that respect and privacy be given to private landowners and that a cooperative relationship is established between the Town and these landowners. The circled numbers on the map denote existing trails, while the squared letters indicate proposed trail linkages. Cooperative relationships with the landowners of all these parcels should be fostered in order to reach the objectives of this Plan.

This Section:

- γ Railroad/Contoocook River Corridor
- γ Army Corps of Engineers Land
- γ Powerline Corridors
- γ Conservation and Public Lands
- γ Class VI Roads
- γ Snowmobile Trails

The **Potential Trail Locations or Connections** chart, at the end of this chapter, shows at a glance the new trails recommended in this section. Although specific Recommendations are later identified at the end of the following sections, the General Recommendations are designed to be among the first considered for action by the Town.

General Recommendations of Open Space Trail System Plan

- General Recommendation: Establish a permanent Trails Committee, comprised of various interests within Town, in order to oversee the maintenance of any trails that the Town wants to establish and to begin initiating contact with landowners of existing and proposed trails and easements.
- General Recommendation: Adopt this Open Space Trail System Plan as a sub-element of the updated Master Plan.
- General Recommendation: Work with the Henniker Trail Travelers to learn how to approach landowners and to enter into a cooperative trail creation and maintenance relationship.
- General Recommendation: Educate the landowners of parcels under current use, particularly owners of those parcels without buildings on them, of the benefits of conservation easements.
- General Recommendation: Enter into a working relationship with New England College which would provide for the linking of Town and College Trails.
- General Recommendation: Pursue appropriate Town-owned tax-deeded parcels as permanent Town Forests or Town Parks through Town Meeting (see **APPENDIX A**).
- General Recommendation: Gain public support by holding a series of public educational sessions about land protection, stewardship, what the Conservation Commission and Trails Committee do, and about this Open Space Trail System Plan. Alternatives include writing a series of news articles, writing and distributing flyers, or holding one-on-one meetings with landowners.
- General Recommendation: Publicize the public trails within Town by publishing a brochure, creating a trail-specific map series, or by holding special events
- General Recommendation: Pursue grant funds to help meet the Recommendations of this Plan.
- General Recommendation: Amend the Site Plan Review Regulations and Subdivision Regulations (for major subdivisions) to require developers to donate easements or land and to require construction of trails on properties near existing or proposed trail networks.
- General Recommendation: Review the Zoning Ordinance and Subdivision and Site Plan Review Regulations for how they can be improved to help meet the Recommendations of this Plan.

RAILROAD / CONTOOCCOOK RIVER CORRIDOR

The former Boston and Maine Railroad's and the USA Railroad Company's railroad beds offer a chance for recreation that many are already taking advantage of. Of the five mentioned in this Plan, certain segments are more likely to become components of a trail system for Henniker. In many places, the railroad bed is difficult or impossible to find unless one knows exactly where to look. As well, some portions have become "discontinued" over the years as development has set in. One important consideration is that because it is unknown whether private landowners have given people permission to walk or ride on the former railroad, it is safest to assume that permission must be sought.

The Contoocook River, with its slowly meandering curves and diverse wildlife, provides a variety of recreational opportunities. Fishing, lounging on sandbars, or just drifting down the River are popular pastimes. The Amey Brook Park is a well-used spot for picnicking and enjoying the beauty of the River. Much thought should be given to creating more public access areas to the Contoocook so more people can enjoy the wonderful resource that is coursing through Henniker.

Recommendations of Railroad / Contoocook River Corridor

Recommendation:

1 4 5

Contact each landowner who owns the land on which the former railroad right-of-way falls to ask for specific permission for use of the trails. The most likely segments to pursue would be the Hopkinton to Contoocook River segment, the Western Avenue to Browns Way segment, and the Route 114 to Weare segment. Where appropriate, motorized access should be requested for snowmobiles, motorbikes and ATVs.

Recommendation:

2 3

Investigate the location of "lost" railroad segments with landowner permission and revitalize them as linkages to the existing railroad bed trails.

Recommendation:

Create public access areas on the Contoocook for passive (non-motorized)

US ARMY CORPS OF ENGINEERS LAND

The federal government owns a sizable chunk of contiguous land on the floodplain area of the Contoocook River. Much of this land is available for public use, with pre-existing trails and parks. Some of the land which is accessible by road, such as the gated portions of Bennett Road and Ramsdell Road, suggest a limited public use while gated sections of Old Concord Road encompass vast recreational opportunities. An inventory should be undertaken to determine exactly *where* the public can use the land and *how* the land is to be used.

The Army Corps leases portions of its land to the NH DRED and perhaps to other entities as well. Assuming that many of the public recreation areas fall onto leased land, the lessees should also be contacted to ascertain their willingness to participate in an open space trail system throughout Town. Opportunities exist for several partnerships, where volunteers can be found to monitor and maintain some of the trails on Army Corps land.

Recommendations of US Army Corps of Engineers Land



<u>Recommendation:</u>	Work with the Army Corps to raise public awareness of recreational trails and parks, and offer to help maintain some of the existing trails by becoming "trails stewards".
<u>Recommendation:</u>	Obtain a detailed map which depicts all of the viable trails in the Reservoir area and all of the public access points/parks. Obtain permission to detail them in the Plan.
<u>Recommendation:</u>	Determine who the lessees are of the Army Corps land and where the leased land is located. Contact the lessee to get their cooperation with the objectives of this Plan.

POWERLINE CORRIDOR

A long powerline corridor bisects Henniker, traveling from Hillsborough to Hopkinton. Of the four segments examined, three seem more conducive to trail traveling. Portions of two segments can be used to connect a snowmobile trail segment, north of Route 9/202, to a completely new trail in the bow of the Contoocook River. The third segment, Patterson Hill Road to Hillsborough, covers a varied terrain, including a mile long steep slope up to the top of Patterson Hill.

With the entire length of the corridor spanning the Town, short linkages to existing and potential trails are possible with appropriate Public Service of New Hampshire (PSNH) and landowner permission.

Recommendations of Powerline Corridors

Recommendation: Contact Public Service of New Hampshire (PSNH) to ascertain their interest in working to create a trail system using their powerline easements. They may be willing to help talk to the landowners.

Recommendation: Contact the landowners and PSNH for permission to create a trail on the powerline corridor crossing the Contoocook River. Non-motorized use of powerline corridors may be most appropriate.

F

Recommendation: Contact the landowners and PSNH for permission to create a trail segment on the powerline corridor between Depot Hill Road and Patterson Hill Road. Non-motorized use of powerline corridors may be most appropriate.

C

CONSERVATION AND PUBLIC LAND

Trails on Conservation and Public Land

The Town owns several parcels of land, many of which tax deeded. The Town needs to consider what it wants to do with each parcel; some may be more valuable to keep for conservation purposes and others are best suited for resale. Parcels directly abutting the Contoocook River have public recreation value in the form of parks or beach access.

Recommendations of Trails on Conservation and Public Land

Recommendation: Create self-contained trails and trails that link to existing trails on lots that were retained as Town Forests at Town Meeting (see **General Recommendations**).

Recommendation: Create a trail on the existing woods roads at Totten Trails State Forest by working with NH DRED and the Henniker Trail Travelers.

Recommendation: Work with New England College to link their trails into a town-wide trail system (see also **General Recommendations**) by creating new trails and establishing linkages to the Contoocook River and to Falkner Road.

Recommendation: Create a trail at the end of Whitney Road to Liberty Hill Road that travels through the privately conserved parcel by working with the Society for the Protection of NH Forest.

Recommendation: Create a trail linkage from the private trails off of Freeman Colby Road to Colby Hill Road by working with private landowners.

Recommendation: Create a trail linkage from the private trails off Tower Road to Craney Pond Road by working with private landowners.

Recommendation: Create a trail between the Town-owned land on Craney Pond to the Town-owned land on Pasture Lane by working with the private landowners in between.

Recommendation: Create a trail beginning with a linkage from the Middle Pond snowmobile trail segment, connecting to and traveling along with the PSNH powerline corridor, and completing a loop in the bow of the Contoocook by working with private landowners, Henniker Trail Travelers, PSNH, Army Corps of Engineers, and NH DRED.

Additions to Conservation and Public Lands Holdings

As a matter of recreational value, aesthetics, and practicality, key areas to consider contacting landowners for conservation easements will include those large parcels adjacent to water bodies which are also convenient to roadway access. Other areas which hold irreplaceable value are those which are mountains, hills, or scenic viewsheds.

Recommendations of Additions to Conservation and Public Land Holdings

Recommendation: Narrow down potential areas to focus on while attempting to fulfill the objectives of this Plan.

CLASS VI ROADS

Class VI roads are still owned by the Town, although many now appear no bigger than footpaths. Because of their limited use and Town ownership, these roads could be fairly utilized by ATVs and motorbikes as well as pedestrian and equestrian use.

Due to the nature of Class VI roads, they present the easiest conversion to trails; the Town owns each of the roads despite their unmaintained status and the roads already follow a course which leads to a destination. However, research needs to be conducted to ascertain if any of the Class VI roads had been voted as permanently discontinued at any past Town Meeting, in which case the road would legally no longer exist. For more information on Class VI roads, please refer to the **IMPLEMENTATION MEASURES** chapter.

Recommendations of Class VI Roads

Recommendation: Undertake an on-foot survey of all Class VI roads within Town to gauge their ability to sustain certain types of trails usage.

Recommendation: Identify for designation as Class A or Class B trails some of the Class VI roads within Town by working with abutting landowners (see **IMPLEMENTATION MEASURES**).

Recommendation: Work with abutting landowners to share maintenance and monitoring duties of the trails or Class VI roads being used as trails.

Recommendation: Conduct research to ascertain if any of the Class VI roads have been

SNOWMOBILE TRAILS

PROPOSED OPEN SPACE TRAIL SYSTEM

The wide and maintained winter snowmobile trails within Henniker are an essential link to establishing summer pedestrian and equestrian recreational use. Warm weather usage could include hiking, mountain biking and horseback riding. Motorbike or ATV usage is not recommended due to the damage which could result to the snowmobile trail.

These trails have been created by the volunteer labor of the Henniker Trail Travelers, who obtained landowner permission for each portion of the trail, constructed the trails, and maintain the trails. Respect for the trail and the land on which it resides should be given when using these trails for winter use; if landowner permission is granted for summer use, the same respect should be given.

Recommendation of Snowmobile Trails



Recommendation: Work with the Henniker Trail Travelers to approach landowners for permission to use some of the established snowmobile trails during the summer (see also **General Recommendations**).

Recommendation: Work with the Henniker Trail Travelers to monitor and/or maintain snowmobile trails that are available for public summer use.

SUMMARY OF PROPOSED OPEN SPACE TRAIL SYSTEM

A series of detailed Recommendations have been proposed in order to reach the third goal of the Plan, which is to "Provide recommendations on how to obtain the linkages and maintain a trail system". Those Recommendations work toward retaining the trail and land resources that the Town already has as well as summarizing the potential of an open space trail system by linking the existing with the proposed:

Potential Trail Locations or Connections

Name	Map Symbol	Public Uses	Enforcement	Landowner Permission Obtained
Whitney Road to Liberty Hill Road through SPNHF Conservation Parcel	A	to be determined	to be determined	no
Freeman Colby Road Private Trails to Colby Hill Road	B	to be determined	to be determined	no
New England College to Browns Way and to Falkner Road	C	to be determined	to be determined	no
Tower Road Private Trail to Craney Pond Road Snowmobile Trail	D	to be determined	to be determined	no
Craney Pond on Town land to Town Land on Pasture Lane	E	to be determined	to be determined	no
Ray Road Snowmobile Trail segment to PSNH Corridor to loop in Contoocook River Bow	F	to be determined	to be determined	no

In order to make the vision a reality, practical methods will need to be employed. Property ownership is an emotional issue; concerns about privacy, liability, and damages are justified. Implementation of the **PROPOSED OPEN SPACE TRAIL SYSTEM** can be accomplished through creating good relations with people, educating landowners, and having a dedicated core of people who believe that Henniker will be a better place to live and raise children if rural character is preserved.



V. IMPLEMENTATION MEASURES

After the inventorying phase and recommendation phase of a plan follows what is perhaps the most difficult and time-consuming aspect of any plan or study - implementation. All of the good ideas and worthy efforts into producing a plan will be put to the test when attempting to get the public to "buy into" what the plan is "selling".

This Open Space Trail System Plan is no different. However, the ideas presented in the Plan may be even more challenging to implement due to its reliance on the cooperation of private landowners. Each identified trail itself is host to at least 10 private property owners; when considering the proposed open space trail system as a whole, the prospect of obtaining permission from all landowners can be daunting. The challenge to remember is that all good things take time to build; creating a trail system will require patience and perseverance.

Many different factors and techniques need to be considered when building an open space trail system. In this section, practical suggestions for implementing the recommendations in the Plan are shared; also, sensitive issues such as landowner liability and trails management are discussed in order to give a wholistic view of the Open Space Trail System Plan. The accompanying **APPENDIX A-C** offer sample forms and agreements as well as the specific citations from the NH Revised Statutes Annotated (RSAs) which are pertinent to the success of this Plan. In addition, Resources References are listed to help with the implementation of the Plan and to provide further guidance along the way.

*The authors, producers, editors, and reviewers of this Open Space Trail System Plan stress that although much research has gone into the production of this Plan, it would be highly difficult to cover every detail required for certain situations. Where there are any concerns to the legality of a procedure or explanation listed in the **IMPLEMENTATION MEASURES** chapter, an attorney should be consulted.*

LANDOWNER PARTNERSHIPS

The ultimate key to the success of this Plan will be the communication to, and the cooperation and education of, landowners. Identifying the landowners of the parcel of interest is only a matter of looking up the information in the public records of the Town Hall. After determining the owner of piece of land that would be suitable for a trail or for a conservation easement, he or she should be approached by a representative of an established group, such as a permanent Trails Committee of the Town, who can answer their questions and help them feel comfortable with the issues that will arise. In some cases, the parcel will be owned by a public or non-profit group. Although many of the same principles listed below will pertain to a partnership with a public organization, the explanations of landowner partnerships in this Plan are more geared toward the concerns of private landowners.

The following sections cover the most frequently addressed items in conservation and recreation.

Landowner Liability

Rightfully, the first question or concern that a landowner usually has deals with the issue of liability. Although many people would be willing to open parts of their land to the public, the liability issue is one of the major stumbling blocks that prevents public use. What if they open their land for public use and an individual trips over a fallen tree and breaks a leg? What if a motorbike gets damaged by a jutting rock on the property? What if a snowmobiler and a cross-country skier collide? These are valid questions that must be answered to the landowner's satisfaction. If at any time there are concerns that the representative cannot answer satisfactorily, independent counsel can be sought through the municipality's attorney or the NH Municipal Association if the municipality has questions; if the landowner has questions, they can be answered through an examination of the NH Revised Statutes Annotated (RSAs), or by the landowner's own attorney.

The State of New Hampshire has developed incentives for those landowners whose land is already in current use (RSA 79-A:1) - an additional 20% discount in taxes can be taken if the property is opened to full public year-round recreational use (RSA

Because New Hampshire is a strong supporter of recreation and recognizes the significant part it plays in our State's economy, there are several mechanisms in place to protect the landowner when he or she opens their land for public recreational use:

1. The State of New Hampshire has adopted several laws that protect a landowner from being held liable from injury. These provisions are called "Duty of Care" (RSA 212:34), where if a landowner opens the land for recreational purposes and *does not charge a fee* for such a use, they "owe no duty of care to keep such premises safe for entry or use by others". The exceptions to this law are if the landowner maliciously causes injury; fails to warn of dangerous conditions (such as the potential for walking off a hidden ledge); requires payment for the use of the property; or is party to the actions of others causing injury to a third party because of lack of warning (a recreational user [hunter] injures a non-recreational user [surveyor]). However, it is always good practice of a landowner to keep their property in relatively safe condition regardless of whether the land is open to public use.

Another statute, RSA 508:14, reinforces this language by again stating that any landowner, including municipalities and the State, "shall not be liable for personal injury or property damage in the absence of intentionally caused injury or damage" when that landowner opens up their land for "recreational purposes".

It is important to note that although the statutes are in place to protect a landowner from liability, any individual has the right to sue any other individual; therefore, protection from *being* sued is not covered under law although our current laws inhibit such a plaintiff in such a liability case from *winning* the suit. Direct citations from the NH RSAs concerning landowner liability are contained in **APPENDIX B**.

2. A homeowner's insurance policy typically carries liability insurance which should cover injuries to persons or property. Landowners should check their policy to make sure it includes liability; as open space land does not always have a dwelling unit situated upon it, liability insurance might not be automatically present. If a person is injured on a landowner's property and brings suit, the landowner files a claim with his insurance company, which takes care of the matter. For additional

peace of mind, umbrella insurance policies could be purchased for any injuries or damages above and beyond the amount of the homeowner's policy limitations.

3. Owners of motorized recreational vehicles pay a registration fee which goes into the Off Highway Recreational Vehicle (OHRV) fund overseen by the NH Department of Revenue and Economic Development. Recognized clubs must register their trails on an annual basis and participate in the OHRV Trails Program. Then, the landowners will be covered under the State's \$2 million liability insurance policy. In addition, users of OHRV's recognize the hazards of such operation and under RSA 215-A:34, the liability protection to the landowner is re-enforced through "...each person who drives or rides an OHRV accepts, as a matter of law, the dangers inherent in the sport and shall not maintain an action against..." a landowner "...for any such injuries which result from such inherent risks, hazards, and dangers".

In reality, suits against property owners are few and far between in the context of injury or damages while recreating on private property. However, despite the safeguards to any landowner who opens his or her property up to the public for free recreational use, none of these laws protect a landowner from actually *being* sued. Steps must be undertaken to ensure that the landowners understand the liability implications before they enter into **Landowner Agreements** with or **Easement Donations** to the Town.

Landowner Agreements

This simplest type of agreement, aside from a verbal or "handshake" agreement, basically reads that the public is allowed certain types of access (hiking, skiing, motorbikes, etc) on a certain portion of the landowner's property during certain times of year. The agreement also indicates who has agreed to be responsible for the maintenance/enforcement of the property and/or the creation and maintenance/enforcement of the trail (usually the public Trails Committee, municipality designee, or other organization), and specifies for how long the agreement is valid (one summer, 2 years, 5 years, etc). An agreement such as this allows the landowner consider the possibilities of a long-term partnership but withholds the commitment.

The decision of a landowner to open their land to the public is not one to be lightly made. There are several ways to make the decision "official", ranging from a temporary arrangement to one that is made in perpetuity. The easiest and most temporary agreement can be referred to as a "Landowner

Easement Donation and Purchase

If a landowner is keenly sensitive to conservation, they may decide that a conservation easement on their land will be in the best interests of themselves, their heirs, the land, the resources on the land, and their Town, and even their State. Although land is regularly transferred from one owner to another, an easement is a way to permanently place certain restrictions on the current and future use of that land.

Conservation easement research, development, negotiation, and acquisition can almost be considered a science by its own right!

Many expert non-profit organizations exist to protect land permanently from development; one of the tools they use is a conservation easement. Easements can be donated to a municipality or land trust, or easements can be purchased by the municipality or land trust. They are monitored by the recipient to ensure that the conditions of the easement are being upheld.

Consider how a parcel of land would fit into the framework of Henniker's open space trail system. Would it serve as conservation land, a park, or would a trail cross over it? Should someone from the Trails Committee talk to the landowner about an agreement or an

Aside from the priceless conservation of open space and natural features, a significant benefit to the landowner can be the federal, state, and local tax savings that may be recognized. One advantage to the Town could result through the potential of opening some or all of the easement for public use; other advantages include less development pressure, and contiguous open space preservation blocks. Although each easement is tailored to the preferences of the landowner and the features of the land, the **APPENDIX A** contains a sample conservation easement.

An easement responsibility is not one to be taken lightly. Not only will the property, which will remain in private hands, need to be monitored by the Town or their designee (typically the Conservation Commission) on at least a yearly basis, but also the process involved to obtain an easement donation or purchase is lengthy and can be complicated. Attorneys are frequently involved and are often recommended, particularly to help the property owner with tax implications and to ensure the safeguarding of their clients' interests. Although a landowner can be approached by the representative of the Trails Committee to talk about the advantages of a conservation easement on their property, many municipalities may wish to engage the services of a third party to help guide them through the process. For more information on obtaining conservation easements, please refer to your local land trust, those of which are within New Hampshire are listed in **APPENDIX C**.

Land Donation and Purchase

This option can be considered one of the easiest if looked at in terms of a municipality's land holdings. Parcels that have been taken for nonpayment of taxes, particularly those of several acres or more, can provide a solid means of recreational land (RSA 80:80, V). An important aspect to keep in mind is that since the Town can sell the property at any time, an easement should be placed on those properties which have special features so that they remain protected or that the trails remain available for public use. In addition, the Town has the right to use its property in the manner it sees fit; therefore if a parcel is more conducive to remaining in its natural state, an easement can be placed on it to ensure it remains that way in the event that it is targeted as a potential site for a town building or ball field. **APPENDIX A** contains a warrant article which permanently protects Town-owned land.

Private landowners can be approached to ask for a donation of land of particular significance (i.e., it would form a connection to a trail or it would protect a significant resource). Be prepared to explain the advantages and benefits for the donation of an easement as well as the responsibilities that it will entail. Easements can also be purchased and have their own associated benefits. Private land trusts, listed in **APPENDIX C**, offer guidance and helpful informational bulletins to assist in the acquisition of easements. In addition, municipalities can purchase any such parcel of land as it became available. For both land or easement purchase, the implementation of a municipal land use change tax fund (RSA 79-A:25-a) can ease the burden of an outright expenditure (**APPENDIX A**). RSA 36-A:5 allows a duly established Conservation Commission to independently purchase land or easements, after having establishing a conservation fund, without consultation with the governing body.

OFFICIAL TRAILS DESIGNATION

Many references have been made throughout the Plan to trails designation, or Class A and B trails. New Hampshire State law allows municipalities to designate paths, rights-of-way, Class VI roads, or trails as "official trails" of the Town. One advantage to doing so is that each trail becomes a legally enforceable route by the local law enforcement if posted properly; if stated restrictions are violated, a simple legal recourse is possible. Also, such trails can be publicized as being sponsored by the Town, and maps and brochures can be created and published (see also **Special Events and Announcements** under **TRAILS MANAGEMENT**). RSA 231-A contains the entire list of rules and caveats, and **APPENDIX B** lists the primary statutes, but here is a summation of the main points:

Class A/B Trails

Advantages

Legally enforceable route subject to postings
Publicity

Disadvantages

Permanent discontinuance of road (if

What are Class A and Class B Trails

A Class A trail is considered a full public trail subject to the restrictions imposed upon it at the time of designation; the Town permanently discontinues the road if it were a road to start with. It may be used by the owners of abutting lands for vehicular access to their property for existing, non-development uses. A Class B trail is identical to a Class A trail but disallows vehicular access by abutting landowners and would be more appropriate for a constructed trail. By designating a Class VI road as a Class A or B trail, the rights of the abutter to develop their land and upgrade the road disappear. (RSA 231-A:1)

How to Designate a Trail

After acquiring permission from a landowner(s) and/or easement holder for use of a trail on their land, as well as agreeing on the specified restrictions, voters at Town Meeting can vote to designate any trail as a Class A or Class B trail. A trail can be so designated until the decision is rescinded or for a length of time as specified by the landowner(s).

Officially designating a trail as Class A or B has not yet caught on as a trend in the Central NH Region.

Few to no municipalities here have successfully designated trails, although it is assumed that

In the case of designating a Class B trail on a Class VI road, the abutters need to be consulted and in some cases renumerated for any damages if the designation removes any of their prior access rights. In some cases, damages can also be sought by abutters for designation of a Class A trail. In general however, Class A trails are most appropriate for Class VI roads and former railroad rights-of-way (basically, pre-existing pathways) while Class B trails are most appropriate for constructed trails. (RSA 231-A:5)

Trail Restrictions

The landowner(s), easement holder, the abutters, and Town agree upon what the trail will not be used for; these restrictions will be placed on the warrant article. Common restrictions include the prohibition of motorized vehicles on certain trails, or that a trail be used seasonally instead of year-round. The trail is then posted with the restrictions at the beginning and end of the trail, as well as at any trail junctions where the restrictions change. (RSA 231-A:1, 4, 5)

Enforcement of a Trail

As long as the restrictions to a trail are clearly posted, any violation to the trails can be treated in the same manner as a traffic violation by local law enforcement. As most Police Departments cannot extend their resources to monitor all of the designated trails, often times the trail users, stewards, or abutters will report problems to the local law enforcement, who then would investigate the complaint. Although the rules of the designated trail are enforced by the Town, the trails themselves may or may not be maintained by the Town (see also **TRAILS MANAGEMENT**). (RSA 231-A:4, RSA 265)

Municipal Liability and Private Landowner Liability of Designated Trails

The Statutes provide many protective laws about liability, particularly where recreation is involved. Where users of designated trails are not charged a fee for the use of the trails, which will be the situation in the majority of cases, the liability of both the municipality and the landowner shall be limited, where the municipality/landowner will not be held responsible for personal injuries or property damages except where such damage is intentional. In addition, volunteers who maintain the trail, with prior recognition from the municipality as a volunteer of said trail, incur the same limited liability (see also **TRAILS MANAGEMENT**). The laws are the same for those trails that are not officially designated as Class A or B by the municipality. (RSA 212:34, 231-A:8, and 508:14)

Rescinding the Designation of Class A or B Trails

Once a trail has been designated a Class A or B trail, it can be rescinded back to its original status in the same manner, by a vote at Town Meeting, as other road classifications can be changed. Where designated trails fall onto private property, the landowner(s) can at any time request that the designation be rescinded. The details are available in RSA 231-A:3.

TRAILS MANAGEMENT

A Trails Committee can be established at any time under the umbrella of the Conservation Commission. Although it will have no official "power", it will have the blessing of and be able to make recommendations to the Conservation Commission as its subcommittee. By forming a separate Trails Committee, the specific mission of creating and maintaining a trail system can be accomplished without commandeering the Conservation Commission's limited time. Members of the Conservation Commission can be on the Trails Committee; private landowners, other municipal board members, special interest groups (equestrian, snowmobile, mountain biking), local public volunteer organizations (Scouts, Rotary, Lions), schoolteachers, and representatives of private businesses can be recruited to form the Trails Committee. The more interests that are represented on the Committee, the more diverse and creative the group will be, and the variety of available resources and contacts will be greater.

Volunteer Rallying

After the formation of a Trails Committee, volunteers have their own liability issues that must be adequately addressed. RSA 508:17 provides liability protection to "recognized" volunteers of a municipality; as long as a volunteer does not commit deliberate acts of malice, he or she will not be held liable for damages by the landowner. For example, under normal trail maintenance conditions (and where an agreement has been made with the landowner), a volunteer may need to use a saw to remove a downed tree across a trail on private property; this is not an act of malice. However, if the volunteer cuts down numerous healthy trees not within the area of the trail, this act could be considered spiteful and the volunteer would not be protected under RSA 508:17.

In order to be recognized as a volunteer of a municipality, the governing bodies and the volunteer must sign an agreement, the wording of which is present under the above-mentioned RSA.

<p>Volunteers should be recognized by the Town for their protection (liability) and for their community service</p>

IMPLEMENTATION MEASURES

A copy of the agreement, the *Volunteer Liability Form*, can be found in **APPENDIX C**. Any volunteer who does work for a municipality, regardless of which board or commission the volunteer is working with, should sign a liability form for his or her own protection if private property is involved (for example, a Planning Board site walk could also offer opportunities where protection is warranted). It is also good practice for a municipality to carry insurance specifically for volunteers.

On a positive note, a *Certificate of Volunteerism* (**APPENDIX C**) can be easily given which recognizes the individual, family, or group which volunteers to create or maintain a trail. Signed by the Conservation Commission and Trails Committee Chairs, it offers an appreciative thank-you for the activities of the volunteer and could be presented upon the volunteer's agreement to steward or help create a trail.

A trails network is envisioned, the Trails Committee is established, a parcel of land is secured and the volunteers are ready to begin work on the property. Now it is time to build!

Building Trails

Trail building can be simple, but *where* the trail is placed and *how* the trail is to be used can be consequential. There are many good references available for trails building. One of them was written by a New Hampshire hobbyist who loved trails so much, he wrote a free guide for the public. Ted Bonner's "Building Foot Trails: A Guide for Towns and Landowners" gives brief, no-nonsense instructions and points out obstacles to consider. Town foresters are often an excellent local resource to tap into and to ask for assistance.

As the Trails Committee begins to create trails, consideration should be given to making one or more trails accessible to people with disabilities.

Because of potential terrain obstacles, the NH DRED has published the "Best Management Practices for Erosion Control During Trail Maintenance and Construction" to aid volunteers while protecting the land at the same time. Many different natural factors need to be considered before constructing any trail, including wetlands disturbance, erosion, and practical factors of installing culverts and bridges where necessary. There are also recommended maximum slope grades for various types of uses. All of these issues, and more, are described in detail in the document. Although the Best Management Practices are not required by law, they should be consulted prior to any trail building. In addition, where wetlands are being crossed or filled, a permit or notification needs to be filed with the NH Department of Environmental Services' Wetlands Bureau. Again, a professional Town forester can help with these processes.

Trail building can be done using a set of loppers and a bow saw to clear a four-foot wide by eight-foot high pathway. A good trail must be well-blazed so a user knows exactly where the trail leads and a good trail must be well-signed at the beginning and end, so a trail-user knows if what they want to do on the trail (hike, motorbike, snowmobile, etc) is allowed. Parking areas should be indicated, whether they are on the far shoulder of a road or on a small pull-off beside the trail. Eventually, a good map of the trail should be produced and made available to trail users through the use of an inexpensive map box at the beginning and end of the trail.

By word of mouth, many local trails "experts" can be found who have built and maintained trails in their spare time for many of years. Contacting other local Conservation Commissions or non-profit organizations may lead to the start of a new partnership and to the sharing of time-tested ideas. At some point, any municipality's trail system could benefit from tying into the trails of another Town's. In any case, talking with a neighboring Conservation Commission or their Trails Committee would probably be beneficial to both parties. Trail building references can be found in **APPENDIX C**.

Unfortunately, there will be some budgetary considerations. Even though the Trails Committee can rely upon many of its volunteers to provide their own tools, they should consider purchasing a few pairs of bow saws and lopping shears. Items which will need to be periodically purchased are trail blazes, appropriate signage, 4x4 pressure treated posts and plastic mail boxes for maps (eventually), and perhaps wood for bridging small wet areas. As the Trails Committee will be generally considered a subcommittee of the Conservation Commission, the expenses will probably come out of the Commission's budget. The use of power equipment is highly discouraged unless appropriate training, waivers, or insurance are available.

Trails Maintenance

After the trail has been built, it should be mapped. This can be effectively done by using a Global Positioning System (GPS) unit borrowed from the NH Office of State Planning (NH OSP). This unit is far different from the popular, hand-held GPS units sold in sporting stores. The smaller GPS functions almost like a navigating "compass" which is quite helpful in the wilderness. The NH OSP unit's primary function is to capture data (map trails, mark locations of cellar holes, etc) which can be processed into Geographic Information System (GIS) data. With the GIS data, accurate mapping can then be done of the trail.

The Trails Committee would probably be responsible for the majority of the designated Class A or Class B trails within Town depending on the arrangements that have been made. The Henniker Trail Travelers are still responsible for the snowmobile trails they developed, but perhaps an agreement has been made with a trail steward to maintain a trail during the summer months. Committee members do not have to be the only people who perform maintenance on the trails. Property owners and their families are good candidates for maintaining the trails on their land, as are businesses, Scout groups, teachers and their students, and other civic-minded individuals through an "Adopt-A-Trail" program. As a Town will have many trails that need to be maintained, a *Volunteer Maintenance Agreement* (**APPENDIX C**) should be signed by the volunteer and by the Trail Committee. This agreement is a way of keeping track of those

people who volunteer to maintain each trail and to encourage "ownership" of the steward responsibilities of a trail.

People who sign a Volunteer Maintenance Agreement will want to know exactly what they are volunteering for! A "job description" can be a helpful aid to people who want to contribute to the stewardship of a trail but may not know what they are expected to do. A sample can be found in **APPENDIX C**.

To help volunteers take care of a trail, a *Trail Report Form* (**APPENDIX C**) is a tool that encourages the trail stewards to look for problems of and notice exemplary conditions of their trail. Because the report is on paper and has easy check-boxes, it also allows a standardized way for the Trails Committee to track the maintenance of many trails at one time. This type of report also encourages the volunteer to report back to the Trails Committee about the trail on a regular basis.

The municipality's licensed forester can assist with the building and maintenance of trails and can advise if a wetlands permit or notification must be filed with the NHDES when wet areas are crossed.

Special Events and Announcements

Trails have been created, are maintained by volunteers, and have been mapped. A next step is to name the trails and give them their own identities. The Trails Committee may wish to honor the landowner or family that generously donated the use of their land by naming a trail after them. Other ways to "individualize" the trails is to name them after their certain natural characteristics, or what has been spotted along the trail, or after a special person in Town. Trails that have distinct names are easier to promote and attract attention to. Trails dedication ceremonies can attract people to the opening of a new trail and give tremendous pride to the people who working on the trail and to any people who are having a trail named after them.

Promoting your trails can be one of the most rewarding aspects of an open space trail system: the Town, Trails Committee, landowners, and trail stewards get to "show off" the tremendous amount of work they have cooperatively achieved. Tourists can be drawn to the area and residents can take advantage of the unique recreational opportunity offered to them. Informing the public of your accomplishments can take one of many different forms.

Parcel-specific individual maps can be created through the acquisition of GPS data, as noted previously. A municipality may have the capability to produce the maps on its own if it has the proper software and hardware. As an alternative, the Central New Hampshire Regional Planning Commission, like the other eight regional planning commissions in the State, offers low-cost map production services to its member municipalities. After having the maps printed, perhaps through the in-kind donation of the services of a local printing business, they should be placed in the map boxes at the trailheads.

Guidebooks, maps, and brochures are effective "marketing" tools for your trails!

A collection of the maps can be placed into a single trails guidebook and sold without profit to enthusiasts and residents. The guidebook could also contain descriptions about each trail and the interesting finds along the way. Incorporating the trails into maps and into a Trails Guidebook will be one of the best marketing tools to get new people to visit the trails and perhaps even find additional volunteers to steward them.

National Trails Day is a yearly event organized by the American Hiking Society which is intended to bring awareness of the myriad of trail systems throughout the country. Any Conservation Commission, private group, or public group can "sign on" and use the National Trails Day's publicity to generate additional interest and participation in their own trail system. On the day itself, groups all over United States hold trails-related events. For a local Trails Committee, this could mean that the general public is invited to attend and participate in a trail-clearing event or a maintenance event of a trail in need. A Trails Committee could recommend that these temporary volunteers fill out a Volunteer Liability Form in the event that property damage or injury result (see **Volunteer Rallying** for more information). New Hampshire holds its own Trails Day in the summer as well.

Where other trails-related projects are cut-and-dry, public promotional events offer a chance to be creative. Better yet, they provide a different type of fun that appeals to people of all ages. Involving people to plan for and participate in the events will further cement the community's ties to its open space trail system.

OPEN SPACE MANAGEMENT

Conservation lands tie heavily into the equation of people and trails. Not all land which sustains trails will be privately owned. Conservation lands are typically thought of as being permanently protected from development, thus pairing very well with the concept of a trail system built upon them in order to allow people to appreciate nature. But not all open space is permanently protected from development. Through a Master Plan, municipalities are able to identify their conservation goals and objectives and take appropriate actions to help meet those goals.

Henniker is host to a number of town-owned properties as well as to a variety of permanently protected conservation lands. Tying these lands together through the means of a trail system not only encourages recreation, it also helps preserve the spirit of the open space concept. To that end, there are many regulatory and non-regulatory techniques available to help municipalities create and retain an open space network.

Zoning Ordinances and Regulations

Municipal Zoning Ordinances, Subdivision Regulations, and Site Plan Review Regulations offer a variety of ways to help preserve the open space within a Town. The types of zones themselves and the allowed uses within each zone play a part in the overall preservation scheme of a Town. For example, while a Residential zone may require a 2-acre minimum lot size and allows development activity, an Agricultural zone may require a 10-acre minimum lot size and may not permit certain types of activity. Many Central New Hampshire Region towns have Conservation zones which have differing lot size minimums and allowed uses, but this zone is typically more sensitive to the requirements of retaining open space.

Another zoning tool is the use of overlay districts. These special districts encompass one or more underlying zones and imposes additional requirements above that required by the underlying zone. Typical overlay districts include Historic, Floodplain, Aquifer, and Wetland. While not traditionally used in the protection of open space, appropriately placed overlay districts, like Wetland for example, can also serve to protect natural habitat over vast areas.

Instead of retention, consider the creation of open space through the municipal Zoning Ordinance. Commonly referred to open space development or “cluster development” or “incentive zoning”, concentration of new housing on smaller than traditional lots encourages the developer to dedicate a large portion of the entire development to permanent preservation. Developers can benefit from open space development by its inherently less expensive infrastructure and by the added value to the building lots that open space creates. A density bonus could be granted, allowing for more building lots to be created through open space development than through traditional zoning. The municipality also benefits from open space development through a significant land donation from the developer. This innovative zoning control can allow the municipality and developer to work cooperatively and conserve large contiguous tracts of land in the process.

A recreational impact fee can be imposed at the time a certificate of occupancy is granted for newly constructed buildings, again through the Zoning Ordinance. A proportionate formula determines the amount of money that must be paid, which goes into a fund in the Capital Improvements Program. As long as municipalities have a properly adopted Master Plan and Capital Improvements Program, impact fees can be charged, but if they are not used within six years they must be returned to the individual. Recreational impact fees can help with the purchase of land, the building of parks, and the construction of trails for public use.

Within the Subdivision and Site Plan Review Regulations, a requirement for developers to donate easements or land can be imposed. For Subdivision Regulations, the most reasonable requirement would be for major subdivisions (over three lots). For either set of regulations, the donation of easements or land can easily supplement the holdings of the Town and can enhance an existing open space network if planned properly. Typically, a municipality needs to have an adopted Master Plan and Capital Improvements Program in place which actively support the rationale behind the donation requirements in order to be defensible.

Other Municipal Regulatory Techniques

The current use tax law (RSA 79-A) is a widely-used tool in which property owners ease their tax burden by placing their land under “current use”. While this status helps them lower their property taxes on the parcel, the right to use their property in certain ways has been rescinded. New house construction, subdivision, or other significant terrain- and use-altering activities are prohibited until the property is removed from its current use status, which would then require property owners to pay a portion of the assessed value of the parcel back to the Town. This penalty not only discourages the removal of the current use status, it also create opportunities for municipalities to use the land use change tax in ways that benefit the community.

Many municipalities in the Central Region have, at Town Meeting, voted to allow a percentage of the land use change tax penalties to be allocated to a land acquisition fund. This fund is used to purchase lands of significant open space, aesthetic, historical, or ecological value. The amount of money in this fund can be substantial, and typically the Conservation Commission is in charge how the money is spent.

The creation of a forestry management reserve fund, again through Town Meeting, can assist with the management responsibilities of Town-owned land use for forestry purposes. Forestry revenues generated by forest management have been used by Central Region municipalities for building trails on the forested lots, for hiring a licensed Town Forester to oversee management and write forestry management plans, and for other incidentals associated with forested lands.

Easements and Acquisitions

The selective purchase of or acceptance of easements can be instrumental in building a contiguous open space network throughout Town. The same can be said for acquisitions either through donation or through purchase. Although all permanently preserved land is valuable in its own right, the management responsibilities of a new easement or acquisition may outweigh the benefit that the parcel has to offer. For example, a small parcel that is not geographically located near other protected lands may need to be heavily considered as to whether it would become an asset or a liability to the holdings of the Town. Is the parcel suitable for forestry management? Does it contain exemplary characteristics (ponds, wetlands, plant or animal species, scenic vistas, historical value) that make it desirable for permanent conservation? Can the parcel be used as a park or as a trail network connector? These and other questions should be considered before a municipality purchases or accepts a parcel of land into its own holdings.

Alternatives to a municipality taking on the responsibility for management of select parcels would be to contact a land trust about their interest in the parcel. They would also be concerned about the characteristics that a parcel has to offer. However, they have extensive experience negotiating with landowners and drafting the necessary legal documents, and may be able to take quicker action on the parcel’s purchase or donation. Working with local land trusts can also help a Town consider the big picture of open space management. By establishing a positive relationship from the start, both the municipality and the land trust can reap mutual benefits and preserve appropriate land from development. Specifics about easements and acquisitions are listed in the prior **LANDOWNER PARTNERSHIPS** section, and **APPENDIX C** has a listing of State and Central Region area land trusts.

GRANTS AND FUNDING PROGRAMS

IMPLEMENTATION MEASURES

There are many funding sources available for trails acquisition and construction, which are the primary components of a trail system, or even a singular trail, after landowner concurrence. The primary source of these funds are through federal programs, most of which are passed through the State of New Hampshire. These funds are competitively awarded through State agencies after a rigorous application process. Match requirements for the federal/state programs, as well as the frequency of the grant rounds, are indicated.

Trails maintenance dollars, however, require a different approach as most grant programs do not support maintenance projects on established trails. Local techniques are the most efficient means of obtaining funds for existing trails. When a Trails Committee applies for a grant, it will do so under the umbrella of the Conservation Commission, which will be applying under the umbrella of the Board of Selectmen. Depending on the grant being applied for and on the warrant articles passed at previous Town Meetings, it might be necessary to write and pass a warrant article for acceptance of grant funds before a contract can be signed with the awarding agency (RSA 31:95-b). **APPENDIX A** contains a sample warrant article for this purpose.

Other approaches listed in this section include partnerships with other organizations and solicitation of funding. With regard to holding fundraisers or asking for donations, if a municipality does not allow its boards (a subcommittee of the Conservation Commission would technically be considered a board of the Town) to accept monetary donations, a different tact would be to consider establishing the Trails Committee as a 501:c-3 organization. This non-profit organization would then be able to accept donations, write grants on its own, and hold fundraisers; it would no longer be considered a board of the municipality but a separate entity. This long-term approach may offer both advantages and disadvantages to the mission of the Trails Committee.

Transportation Equity Act for the 21st Century

The most well known source for funds for expansion of trail systems is associated with the Transportation Equity Act for the 21st Century (TEA-21). In the capacity as the replacement legislation for ISTEA, TEA- 21 has expanded federal funds for creation of multi-use trails in order to encourage the development of a stronger intermodal transportation system. Funding associated with TEA-21 is broken into the following separate grant programs which are administered by different State agencies.

Recreational Trails Program - NH DRED

The purpose of this program is to provide funds to develop and maintain recreational trails for both motorized and non-motorized recreational trail users. Each state is provided with a predetermined amount of funding based upon a formula. This program is one exception where trail maintenance funds can be awarded if the project scores competitively higher than other applications. Awards range between \$1,000 and \$20,000. Eligible projects for funding under this program include, but are not limited to:

- ☐ Maintenance and restoration of existing recreational trails;
- ☐ Development and rehabilitation of trailside and trailhead facilities and trail linkages;
- ☐ Purchase and lease of recreational trail construction and maintenance equipment;
- ☐ Construction of new trails (with restrictions for trails on federal land);
- ☐ Acquisition of easements or property for recreational trails or corridors;
- ☐ State administrative costs; and
- ☐ Operation of educational programs to promote safety and environmental protection as related to recreational trails.

Match: 80% federal, 20% local (in-kind or cash)

Frequency: There is one grant round per year.

Transportation Enhancement Funds - NH DOT

Transportation Enhancements (TE) are transportation-related projects designed to strengthen environmental, cultural, and aesthetic aspects of transportation networks. This source of funding has been created to construct non-traditional projects, which may include trails, bicycle paths, and beautification and preservation projects. All projects must be related to surface transportation:

- ☐ Safety and educational activities for pedestrians and bicyclists;
- ☐ Bicycle and pedestrian facilities
- ☐ Acquisition of scenic lands and easements
- ☐ Scenic or historic highway programs;
- ☐ Environmental programs to address water pollution from highway runoff; and
- ☐ Establish transportation museums.

Match: 80% federal, 20% local (in-kind or cash)

Frequency: There is one grant round every two years.

Congestion, Mitigation and Air Quality Improvement Program - NH DOT

The CMAQ program was established to encourage alternative modes of transportation or improvements in order to improve air quality and reduce polluting traffic congestion in urban places. The Central New Hampshire area falls into the attainment category, which means our air quality meets or exceeds federal standards. Trails, bicycle paths, and pedestrian walkways termed as Transportation Control Measures (TCM), are required for areas which exceed National air quality allowances for ozone and carbon monoxide. Although a trails application could be entered for consideration, trails projects are usually funded through the "sister program" of TE. Because the most serious problems are found in areas of non-attainment, only a small amount of funds will be available for projects in attainment areas.

Match: 80% federal, 20% local (in-kind or cash)

Frequency: every two years

Rivers and Trails Conservation Assistance - National Park Service (US NPS)

IMPLEMENTATION MEASURES

The NPS provides professional assistance on a competitive, yearly basis to organizations that apply to their River and Trail Conservation Assistance Program. Although funds are not usually granted, they will work with the recipients to work toward a goal (producing a handbook or brochure, holding public meetings, organization of potential partnerships, etc).

Match: local work and support (in-kind)

Frequency: There is one grant round per year.

Land and Water Conservation Fund (LWCF) - NH DRED

This federally-established funding opportunity has been severely underfunded for the last several years. The Land and Water Conservation Fund Act of 1965 authorized financial assistance to States and their municipalities for acquiring and developing lands and waters for public outdoor recreation purposes. There have been extensive, popular movements over the last few years to get Congress to refund this important program, but as of yet to no avail.

Match: 60% federal match, 40% local of cash or local work and support (in-kind)

Frequency: There is one grant round per year.

Community Development Block Grants (CDBG) - NH Office of State Planning (NH OSP)

Each year, New Hampshire receives approximately 10 million dollars from the US Department of Housing and Urban Development. Of each annual appropriation, funds are divided between administrative costs, entitlement communities, and previous allocations guaranteed for multi-year grants. Remaining funds are available for grant applications from non-entitlement communities. Administered through the Office of State Planning, non-entitlement communities may submit applications community facilities or economic development grants for a variety of projects, which includes construction of bicycle paths, sidewalks, and trail development. Because of the very competitive scoring and limitation of funds, the likelihood that a trails-related application would be funded at this time is slim.

Match: 50% local for community facilities or economic development grants

Frequency: There are two grant rounds each year.

McCabe Environmental Fund - NH Charitable Foundation

Grants are awarded to assist the establishment of new conservation and education programs, to support significant improvements to the quality and scope of established programs, and for capital projects, including land acquisition, of exceptional importance in the State. Awards range from \$5,000 to \$20,000.

Match: local work and support (in-kind)

Frequency: There is one grant round per year.

New England Grassroots Environmental Fund - NH Charitable Foundation

This small grants program is designed to enhance community participation in local and regional environmental issues. A significant volunteer commitment must be part of any project. Awards typically range from \$500 to \$2,500.

Match: local work and support (in-kind)

Frequency: There are three grant rounds per year.

Local Set-Aside Programs

Funding for trails related projects are not limited to the State or Federal level of government.

Municipalities, especially those with a large dependence on tourism, have passed resolutions to transfer various percentages of the Timber Tax received by the Town for conservation and trail building efforts.

In communities with a heavy dependence on timber, this may be a significant amount of revenue for trails-related projects. Also, a land use change tax conservation fund (see also **OPEN SPACE**

MANAGEMENT) takes the burden off of outright expenditures for easements or key parcel purchases.

APPENDIX A contains a warrant article for creating a conservation fund.

Sale of Salvage Rights

Commonly used to finance trail improvements associated with abandoned railway beds, the sale of salvage rights of materials found on trails such as rail road ties, rails, and ballasts can be a lucrative way to raise funds for trail development. Revenue generated from the sale of these items can vary widely depending on geographic location of the items, local market conditions, length of the corridor, and quantity and quality of salvageable materials. According to the Rails-to-Trails Conservancy, salvage material can produce revenue up to \$10,000 per mile or rail corridor. In Henniker, all of the railroad ties have been previously removed, rendering this option impractical.

Capital Improvements Programs

Some progressive communities throughout the country have established Capital Reserve funds to match gifts or complement exactions for improvement of municipally owned trail networks. Capital Improvement Programs are excellent for development of trails. First, funds deposited into any capital reserve fund are “ear marked” for expenditure on trail related projects. Secondly, such funds can serve as legal leverage when negotiating exactions from developers, because any capital reserve account for trail improvement shows a local commitment to improvement of trails, important should a developer mount a legal objection to any exaction.

Non-Profit Partnerships

There are a host of non-profit organizations throughout the country that may be able to provide funding, technical assistance, or act as negotiators with landowners for land conservation or trail projects. Organizations include the Trails Conservancy, Trust for Public Lands, the Nature Conservancy, and the Society for the Protection of New Hampshire Forests.

Local Businesses

Businesses within Town, particularly banks or large chain stores, are usually enthusiastic about giving back to their community. Some regularly set aside a certain amount of funds on a yearly basis to give to community organizations that express a genuine need. The business benefits by being publicly known as a sponsor of volunteer community efforts, and the Trails Committee benefits by the funds it would receive.

A word of caution about monetary gifts: municipalities and their boards may or may not have established mechanisms in place to accept or solicit donations. The Board of Selectmen should be consulted prior to approaching businesses in order to determine the legality of the donation.

Fundraisers and Monetary Gifts

A variety of innovative fundraising resources have been developed over the past several years to provide money for trail improvements. These techniques range from traditional bake sales, to raffles, to dinners, to hike-a-thons, to the “selling” of sections of trails for \$10 per foot to outdoor enthusiasts. Other techniques include the sale of benches and trees. Donators are recognized by having their names either inscribed on the bench, or with a plaque under the purchased tree. Naming a scenic view or even a trail for families or organizations making significant donations may be an appropriate way to recognize such gifts. Community organizations like the Rotary Club or Lions Club may be willing to assist or provide information about how to organize such events.

Again, a word of caution about fundraisers and monetary gifts: municipalities and their boards may or may not have established mechanisms in place to accept donations or hold fundraisers. The Board of Selectmen should be consulted before undertaking these types of events to determine the legality of the fundraising. As an alternative, non-monetary donations such as trails maintenance equipment, benches, trees, or the printing of maps or brochures are acceptable as "in-kind" donations.



SAMPLE LANDOWNER AGREEMENT

RIGHT OF WAY TRAIL AGREEMENT

Permission is hereby granted to _____ to create and maintain a public recreational trail across my property at _____ for the purposes of:

- | | |
|--|---|
| <input type="checkbox"/> hiking | <input type="checkbox"/> four-wheel driving (4WD) |
| <input type="checkbox"/> horseback riding | <input type="checkbox"/> snowmobiling |
| <input type="checkbox"/> mountain biking | <input type="checkbox"/> motorbiking |
| <input type="checkbox"/> all-terrain vehicle (ATV) use | <input type="checkbox"/> dogsledding |
| <input type="checkbox"/> cross-country skiing | <input type="checkbox"/> snowshoeing |
| <input type="checkbox"/> other _____ | <input type="checkbox"/> other _____ |

I understood that the use of this right of way for said purpose in no way holds me liable or responsible for accidents that may occur as a result of others using my property as provided in Chapter 212, Section 34, Laws of the State of New Hampshire. There shall be no fee for this easement, and the above-named organization will charge no fee for use of the trail on my property. The above named organization further agrees to mark and maintain this right of way in a proper and safe manner, post the allowed uses at the beginning and end of the trail on my property, and notify me of any known unusual circumstances or conditions.

This agreement shall have a term of:

- ☐ Indefinite ☐ 1 year from date of signing ☐ 5 years from date of signing

This agreement may be terminated for any cause by either party upon 30-day written notification.

Dated this _____ day of _____, 19____.

Landowner Date

Address

Organization Officer Date

Address

SAMPLE CONSERVATION EASEMENT DEED

[THIS IS A NON-CONTRACTUAL CONVEYANCE
PURSUANT TO NEW HAMPSHIRE RSA 78-B:2 AND
IS EXEMPT FROM THE NEW HAMPSHIRE REAL
ESTATE TRANSFER TAX.] [If tax stamp required, allow
3" margin from top of page to title of deed]

(provided by the Society for the Protection of NH Forests 1999)

CONSERVATION EASEMENT DEED

[NAME OF GRANTOR(S)], single/husband and wife, of/with a principal place of business at [street name and number], Town/City of _____, County of _____, State of New Hampshire, (hereinafter referred to as the "Grantor", which word where the context requires includes the plural and shall, unless the context clearly indicates otherwise, include the Grantor's executors, administrators, legal representatives, devisees, heirs, successors and assigns),

for consideration paid, with WARRANTY covenants, grant[s] in perpetuity to

the **SOCIETY FOR THE PROTECTION OF NEW HAMPSHIRE FORESTS**, a corporation duly organized and existing under the laws of the State of New Hampshire, with a principal place of business at 54 Portsmouth Street, City of Concord, County of Merrimack, State of New Hampshire, 03301-5400, having been determined by the Internal Revenue Service to be an income tax exempt, publicly supported corporation, contributions to which are deductible for federal income tax purposes pursuant to the United States Internal Revenue Code, [Town or City of _____, situated in the County of _____, State of New Hampshire, acting through its Conservation Commission pursuant to NH RSA 36-A:4] (hereinafter referred to as the "Grantee" which shall, unless the context clearly indicates otherwise, include the Grantee's successors and assigns),

the Conservation Easement (herein referred to as the "Easement") hereinafter described with respect to that certain parcel/area of land (herein referred to as the "Property") with any and all buildings, structures, and improvements thereon/being unimproved land situated on [street name] in the Town/City of _____, County of _____, State of New Hampshire, more particularly bounded and described in Appendix "A" attached hereto and made a part hereof.

1. **PURPOSES**

The Easement hereby granted is pursuant to NH RSA 477:45-47, exclusively for the following conservation purposes:

[choose appropriate section(s) among the following:]

- A. The preservation of the land [and the water body of (name of water body) to which it provides access and on which it fronts] subject to the Easement granted hereby for outdoor recreation by and/or the education of the general public, through the auspices of the Grantee; and
- B. The protection of the unusual natural habitat of _____; and
- C. The preservation and conservation of open spaces, particularly the conservation of the ____ acres of productive farm and/or forest land of which the land area subject to the Easement granted hereby consists [, the protection of the undeveloped water frontage along the (name of water body), to which the land area subject to the Easement granted hereby provides access and upon which it fronts], the preservation and conservation of the wildlife habitat on the property, and the scenic enjoyment of the general public; and
- [D. The preservation of that historically important land area which is _____ and/or the historic structure which is _____; and]
- [E. insert additional purposes, as appropriate]

The above purposes are consistent with the clearly delineated open space conservation goals and/or objectives as stated in the [date] Master Plan of the Town/City of _____, which states " _____ " and with New Hampshire RSA Chapter 79-A which states: "It is hereby declared to be in the public interest to encourage the preservation of open space, thus providing a healthful and attractive outdoor environment for work and recreation of the state's citizens, maintaining the character of the state's landscape, and conserving the land, water, forest, agricultural and wildlife resources."

All of these purposes [this purpose] are [is] consistent and in accordance with the U.S. Internal Revenue Code, Section 170(h).

The Easement hereby granted with respect to the Property is as follows:

2. USE LIMITATIONS [(Subject to the reserved rights specified in Section 3 below)]

A. The Property shall be maintained in perpetuity as open space without there being conducted thereon any industrial or commercial activities, except agriculture and forestry as described below, and provided that the productive capacity of the Property to produce forest and/or agricultural crops shall not be degraded by on-site activities.

 i. For the purposes hereof, "agriculture" and "forestry" shall include animal husbandry, floriculture, and horticulture activities; the production of plant and animal products for domestic or commercial purposes; the growing, stocking, cutting, and sale of Christmas trees or forest trees of any size capable of producing timber or other forest products; and the processing and sale of products produced on the Property (such as pick-your-own fruits and vegetables and maple syrup), all as not detrimental to the purposes of this Easement.

ii. Agriculture and forestry on the Property shall be performed, to the extent reasonably practicable, in accordance with a coordinated management plan for the sites and soils of the Property. Forestry and agricultural management activities shall be in accordance with the then current scientifically based practices recommended by the University of New Hampshire Cooperative Extension, U.S. Natural Resources Conservation Service, or other government or private, nonprofit natural resource conservation and management agencies then active. [Management activities shall not materially impair the scenic quality of the Property as viewed from public waterways, great ponds, public roads, or public trails.]

B. The Property shall not be subdivided [or otherwise divided in ownership] [and none of the individual tracts which together comprise the Property shall be conveyed separately from one another].

C. No structure or improvement, including, but not limited to, a dwelling, any portion of a septic system, tennis court, swimming pool, dock, aircraft landing strip, tower or mobile home, shall be constructed, placed, or introduced onto the Property. However, ancillary structures and improvements including, but not limited to, a road, dam, fence, bridge, culvert, barn, maple sugar house, or shed may be constructed, placed, or introduced onto the Property only as necessary in the accomplishment of the agricultural, forestry, conservation, habitat management, or noncommercial outdoor recreational uses of the Property, and provided that they are not detrimental to the purposes of this Easement.

D. No removal, filling, or other disturbances of soil surface, nor any changes in topography, surface or subsurface water systems, wetlands, or natural habitat shall be allowed unless such activities:

i. are commonly necessary in the accomplishment of the agricultural, forestry, conservation, habitat management, or noncommercial outdoor recreational uses of the Property; and

ii. do not harm state or federally recognized rare, threatened, or endangered species, such determination of harm to be based upon information from the New Hampshire Natural Heritage Inventory or the agency then recognized by the State of New Hampshire as having responsibility for identification and/or conservation of such species; and

iii. are not detrimental to the purposes of this Easement.

Prior to commencement of any such activities, all necessary federal, state, local, and other governmental permits and approvals shall be secured.

E. No outdoor advertising structures such as signs and billboards shall be displayed on the Property except as desirable or necessary in the accomplishment of the agricultural, forestry, conservation, or noncommercial outdoor recreational uses of the Property, and provided such signs are not detrimental to the purposes of this Easement. [No sign shall exceed ____ square feet in size and no sign shall be artificially illuminated.]

F. There shall be no mining, quarrying, excavation, or removal of rocks, minerals, gravel, sand, topsoil, or other similar materials on the Property, except in connection with any improvements made pursuant to the provisions of sections 2.A., C., D., or E., above. No such rocks, minerals, gravel, sand, topsoil, or other similar materials shall be removed from the Property.

G. There shall be no dumping, injection, burning, or burial of man-made materials or materials then known to be environmentally hazardous.

3. RESERVED RIGHTS

A. This provision is an exception to 2.____ above.

B. The Grantor must notify the Grantee in writing at least thirty (30) days before any exercise of the aforesaid reserved rights.

4. NOTIFICATION OF TRANSFER, TAXES, MAINTENANCE

A. The Grantor agrees to notify the Grantee in writing 10 days before the transfer of title to the Property [or any division of ownership thereof permitted hereby].

B. The Grantee shall be under no obligation to maintain the Property or pay any taxes or assessments thereon.

5. BENEFITS, BURDENS, AND ACCESS

A. The burden of the Easement conveyed hereby shall run with the Property and shall be enforceable against all future owners and tenants in perpetuity; the benefits of this Easement shall not be appurtenant to any particular parcel of land but shall be in gross and assignable or transferable only to the State of New Hampshire, the U.S. Government, or any subdivision of either of them, consistent with Section 170(c)(1) of the U.S. Internal Revenue Code of 1986, as amended, or to any qualified organization within the meaning of Section 170(h)(3) of said Code, which organization has among its purposes the conservation and preservation of land and water areas and agrees to and is capable of enforcing the conservation purposes of this Easement. Any such assignee or transferee shall have like power of assignment or transfer.

B. The Grantee shall have reasonable access to the Property and all of its parts for such inspection as is necessary to determine compliance with and to enforce this Easement and exercise the rights conveyed hereby and fulfill the responsibilities and carry out the duties assumed by the acceptance of this Easement.

6. BREACH OF EASEMENT

A. When a breach of this Easement, or conduct by anyone inconsistent with this Easement, comes to the attention of the Grantee, it shall notify the Grantor in writing of such breach or conduct, delivered in hand or by certified mail, return receipt requested.

B. The Grantor shall, within thirty (30) days after receipt of such notice or after otherwise learning of such breach or conduct, undertake those actions, including restoration, which are reasonably calculated to cure swiftly said breach, or to terminate said conduct, and to repair any damage. The Grantor shall promptly notify the Grantee of its actions taken under this section.

APPENDIX A: SAMPLE LEGAL DOCUMENTS

C. If the Grantor fails to take such proper action under the preceding paragraph, the Grantee shall, as appropriate to the purposes of this deed, undertake any actions that are reasonably necessary to cure such breach or to repair any damage in the Grantor's name or to terminate such conduct. The cost thereof, including the Grantee's expenses, court costs, and legal fees shall be paid by the Grantor, provided that the Grantor is directly or primarily responsible for the breach.

D. Nothing contained in this Easement shall be construed to entitle the Grantee to bring any action against the Grantor for any injury to or change in the Property resulting from causes beyond the Grantor's control, including, but not limited to, unauthorized actions by third parties, natural disasters such as fire, flood, storm, and earth movement, or from any prudent action taken by the Grantor under emergency conditions to prevent, abate, or mitigate significant injury to the Property resulting from such causes.

E. The Grantee and the Grantor reserve the right, separately or collectively, to pursue all legal remedies against any third party responsible for any actions detrimental to the conservation purposes of this Easement.

[7. POWER OF TERMINATION

A. If the Grantee ceases to enforce the Easement conveyed hereby or fails to enforce it within thirty (30) days after receipt of written notice from the Society for the Protection of New Hampshire Forests requesting such enforcement delivered in hand or by certified mail, return receipt requested, then said Society shall have the right to enforce this Easement. All reasonable costs of such enforcement shall be paid by the Grantee. In such circumstance, the Society for the Protection of New Hampshire Forests shall then also have the right to terminate the interest of the Grantee in the Property by recording a notice to that effect in the Registry of Deeds referring hereto and shall then assume all interests and responsibilities granted to the Grantee in this deed.

B. The interests held by the Society for the Protection of New Hampshire Forests are assignable or transferable to any party qualified to become the Grantee's assignee or transferee as specified in Section 5.A. above. Any such assignee or transferee shall have like power of assignment or transfer.]

8. NOTICES

All notices, requests and other communications, required or permitted to be given under this Easement shall be in writing, except as otherwise provided herein, and shall be delivered in hand or sent by certified mail, postage prepaid, return receipt requested to the appropriate address set forth above or at such other address as the Grantor or the Grantee may hereafter designate by notice given in accordance herewith. Notice shall be deemed to have been given when so delivered or so mailed.

9. SEVERABILITY

If any provision of this Easement, or the application thereof to any person or circumstance, is found to be invalid by a court of competent jurisdiction, by confirmation of an arbitration award or otherwise, the remainder of the provisions of this Easement or the application of such provision to persons or circumstances other than those to which it is found to be invalid, as the case may be, shall not be affected thereby.

10. CONDEMNATION

A. Whenever all or part of the Property is taken in exercise of eminent domain by public, corporate, or other authority so as to abrogate in whole or in part the Easement conveyed hereby, the Grantor and the Grantee shall thereupon act jointly to recover the full damages resulting from such taking with all incidental or direct damages and expenses incurred by them thereby to be paid out of the damages recovered.

B. [The balance of the land damages recovered (including, for purposes of this subsection, proceeds from any lawful sale, in lieu of condemnation, of the Property unencumbered by the restrictions hereunder) shall be divided between the Grantor and the Grantee in proportion to the fair market value of their respective interests in the Property on the date of execution of this Easement. For this purpose, the Grantee's interest shall be the amount by which the fair market value of the Property immediately prior to the execution of this Easement is reduced by the use limitations imposed hereby. The value of the Grantee's interest shall be determined by an appraisal prepared [for federal income tax purposes] by a qualified appraiser within one year of the date of this Easement, and submitted to the Grantee.] or

[The balance of the land damages recovered (including, for purposes of this subsection, proceeds from any lawful sale, in lieu of condemnation, of the Property unencumbered by the restrictions hereunder) shall be divided between the Grantor and the Grantee in proportion to the fair market value, at the time of condemnation, of their respective interests in that part of the Property condemned. The values of the Grantor's and Grantee's interests shall be determined by an appraisal prepared by a qualified appraiser at the time of condemnation.]

C. The Grantee shall use its share of the proceeds in a manner consistent with and in furtherance of one or more of the conservation purposes set forth herein.

11. ADDITIONAL EASEMENT

Should the Grantor determine that the expressed purposes of this Easement could better be effectuated by the conveyance of an additional easement, the Grantor may execute an additional instrument to that effect, provided that the conservation purposes of this Easement are not diminished thereby and that a public agency or qualified organization described in Section 5.A., above, accepts and records the additional easement.

12. ARBITRATION OF DISPUTES

A. Any dispute arising under this Easement shall be submitted to arbitration in accordance with New Hampshire RSA 542.

B. The Grantor and the Grantee shall each choose an arbitrator within 30 days of written notice from either party. The arbitrators so chosen shall in turn choose a third arbitrator within 30 days of the selection of the second arbitrator.

C. The arbitrators so chosen shall forthwith set as early a hearing date as is practicable which they may postpone only for good cause shown.

D. A decision by two of the three arbitrators, made as soon as practicable after submission of the dispute, shall be binding upon the parties and shall be enforceable as part of this Easement.

The Grantee, by accepting and recording this Easement, agrees to be bound by and to observe and enforce the provisions hereof and assumes the rights and responsibilities herein granted to and incumbent upon the Grantee, all in the furtherance of the conservation purposes for which this Easement is delivered.

IN WITNESS WHEREOF, I (We) have hereunto set my (our) hand(s) this _____ day of _____, 199__.

Name of Grantor

Name of Grantor

The State of _____
County of _____

Personally appeared _____ and
_____ this _____ day of _____, 199__ and
acknowledged the foregoing to be his/her/their voluntary act and deed.

Before me,

Justice of the Peace/Notary Public

My commission expires:

ACCEPTED: SOCIETY FOR THE PROTECTION OF NEW HAMPSHIRE FORESTS

By:

Title:

Duly Authorized

Date:

The State of New Hampshire
County of

Personally appeared

Title

of the Society for the Protection of New Hampshire Forests, this _____ day of
_____, 199__ and acknowledged the foregoing on behalf of the
Society for the Protection of New Hampshire Forests.

Before me,

Justice of the Peace/Notary Public

My commission expires:

ACCEPTED: TOWN OF _____ CONSERVATION COMMISSION

By:

Title:

Duly Authorized

Date:

The State of New Hampshire
County of _____

Personally appeared

Name & Title

of the Town of _____ Conservation Commission, this _____ day of
_____, 199__ and

acknowledged the foregoing on behalf of the Town of _____
Conservation Commission.

Before me,

Justice of the Peace/Notary Public

My commission expires:

ACCEPTED: TOWN OF _____ BOARD OF SELECTMEN

By:

Title:

Duly Authorized

Date:

The State of New Hampshire
County of

Personally appeared

Name & Title

of the Town of _____ Board of Selectmen, this _____ day of
_____, 199__ and acknowledged the foregoing on behalf of the Town of
_____ Board of Selectmen.

Before me,

Justice of the Peace/Notary Public

My commission expires:

THE FOLLOWING ADDITIONAL OPTIONAL CLAUSES ARE TO BE INSERTED WITHIN THE CE DEED WHEN THEY ARE APPLICABLE:

SEPARATE PARCEL (Add as new paragraph #11)

The Grantor agrees that for the purpose of determining compliance with any present or future bylaw, order, ordinance, or regulation (within this section referred to as "legal requirements") of the Town/City of [name], the State of New Hampshire or any other governmental unit, the Property shall be deemed a separate parcel of land and shall not be taken into account in determining whether any land of the Grantor, other than the Property, complies with any said legal requirements. The Property shall not be taken into account to satisfy in whole or in part any of said legal requirements or any area, density, setback or other dimensional standard applicable to such land.

MERGER (Add as new paragraph #11)

The Grantor and Grantee explicitly agree that it is their express intent, forming a part of the consideration hereunder, that the provisions of the Easement set forth herein are to last in perpetuity, and that to that end no purchase or transfer of the underlying fee interest in the Property by or to the Grantee or any successor or assign shall be deemed to eliminate the Easement, or any portion thereof, granted hereunder under the doctrine of "merger" or any other legal doctrine.

ARCHAEOLOGICAL INVESTIGATIONS (Add to "Reserved Rights")

Grantor reserves the right to permit archaeological investigations on the Property after receiving written approval from the Grantee. Prior to permitting any such investigations, Grantor shall send written notice to the New Hampshire State Archaeologist (or other person or agency then recognized by the State as having responsibility for archaeological resources) for review and comment, and to the Grantee, such notice describing the nature, scope, location, timetable, qualifications of investigators, site restoration, research proposal, and any other material aspect of the proposed activity. The Grantor and Grantee shall request the State Archaeologist (or other person or agency, as above) to consider the proposal, to apply the standards as specified in rules implementing RSA 227-C:7 (Permits Issued for State Lands and Waters), and to provide written comments to the Grantor and Grantee. The Grantee may, in its sole discretion, approve the proposed investigations only if it finds that all of the following conditions are met:

- i. The archaeological investigations shall be conducted by qualified individuals and according to a specific research proposal;
- ii. The proposed activities will not harm state or federally recognized rare, endangered, or threatened species; and
- iii. The proposed activities will not be materially detrimental to the purposes of this Easement.

APPENDIX A: SAMPLE LEGAL DOCUMENTS

TRUSTEE CERTIFICATION, (IF NOT ALREADY SEPARATELY RECORDED); (INSERT AS FIRST PARAGRAPH OF DEED)

I/WE (name) as Trustee(s) of the (name of trust) dated (date), as amended, with a mailing address of (address), hereby certify that as such Trustee(s) I/we have full and absolute power thereunder to convey any interest in real estate and the improvements thereon held therein and no purchaser or third party shall be bound to inquire whether as such Trustee(s) I/we have said power or am/are properly exercising said power or to see to the application of any trust asset paid to me/us as such Trustee(s) for a conveyance thereof, and I/we (hereinafter referred to as the “Grantor”, which word where the context requires includes the plural and shall, unless the context clearly indicates otherwise, include the Grantor’s successors and assigns), [by the power conferred by said Trust, RSA 564-A, and every other power,] [add text in prior brackets only if fiduciary or quitclaim deed; not needed if warranty deed]

for consideration paid, with WARRANTY [QUITCLAIM/FIDUCIARY] covenants, grant in perpetuity to

PUBLIC ACCESS (Insert as new par. under “Use Limitations”)

There shall be no posting to prohibit the public, through the auspices of the Grantee, from accessing and using the Property [or specified portions thereof] for [low-impact, non-motorized, non-wheeled] non-commercial, outdoor recreational purposes, which the Grantee shall be under no duty to supervise.

CONFIRMATION OF NO PUBLIC ACCESS (Add as new par. to “Benefits, Burdens, and Access”)

WATER QUALITY PROTECTION (Add to “Purposes” section)

The preservation of the quality of ground water and surface water resources on and under the Property.

CONFIRMATION OF NO PUBLIC ACCESS (Add as new par. To “Benefits, Burdens, and Access”)

This Easement shall in no way be interpreted to permit physical access by the public to or across the Property for any purpose.

AGRICULTURAL BEST MANAGEMENT PRACTICES (At Sect. 2.A.ii, delete “Agriculture and” and “and agricultural” in lines 1 and 3, respectively. Then, create new paragraph 2.A.iii with the following text.)

Agriculture shall be performed, to the extent reasonably practicable, in accordance with a coordinated management plan for the sites and soils of the Property. Agricultural management activities shall not be detrimental to the purposes of this Easement, as described in Section 1 above, nor materially impair the scenic quality of the Property as viewed from public roads or public trails. Said management activities shall be in accordance with the then-current scientifically based practices recommended by the UNH Cooperative Extension, U.S. Natural Resources Conservation Service, or other government or private, nonprofit natural resource conservation and management agencies then active, and shall be in accordance with “best management practices” as set forth in the following publications or as these publications may be specifically updated or superseded:

- a. “Manual of Best Management Practices for Agriculture in New Hampshire,” New Hampshire Department of Agriculture, June 1993; and
- b. “Pesticide Management Guidelines for Groundwater Protection,” University of New Hampshire Cooperative Extension, November 1992; and
- c. “Buffers for Wetlands and Surface Waters: A Guidebook for New Hampshire Municipalities,” Audubon Society of New Hampshire, New Hampshire Office of State Planning, University of New Hampshire Cooperative Extension, U.S. Natural Resources Conservation Service, November 1995; and
- d. “Best Management Practices: Biosolids,” University of New Hampshire Cooperative Extension, 1995; and
- e. “Best Management Practices to Control Nonpoint Source Pollution: A Guide for Citizens and Town Officials,” New Hampshire Department of Environmental Services, May 1994.

SAMPLE WARRANT ARTICLES

Warrant Article for Creating a Capital Improvements Program

To see if the Town will authorize the Planning Board to prepare and amend a recommended program of capital improvement projects projected over minimum periods of six years, in accordance with RSA 674:5-8.

- Town of Canterbury, 1996

Warrant Article for Establishing a Land Use Change Tax Conservation Fund

To see if the Town will vote to establish a Capital Reserve Fund under the provisions of RSA 35:1 for the purposes of the Conservation Commission and to raise and appropriate the sum of One Thousand Dollars (\$1000) to be placed in this fund and to authorize the Selectmen to act as agents to expend.

- Town of Allenstown, 1999

Warrant Article for Amending the Land Use Change Tax Percentage

To see if the Town will vote to change to 35% the percentage of all revenues from all future payments collected under the land use change tax set forth in RSA Chapter 79-A which are placed in the conservation fund in accordance with RSA 36-A:5,III. The current percentage is 20% as established by the 1993 Town Meeting.

- Town of Hopkinton, 1996

Warrant Article for Raising Money for Open Space Acquisition

To see if the Town will vote to raise and appropriate the sum of One Hundred Thousand Dollars (\$100,000) for open space acquisition by the Conservation Commission in order to preserve the character of our community, maintain open space, and control growth.

- Town of Bow, 1997

Warrant Article for Acceptance of Grant Funds

To see if the Town will vote to authorize the Board of Selectmen to apply for, accept and expend, without further action by the Town Meeting, unanticipated money from a state, federal, or other governmental unit or private source which may become available during the fiscal year, in accordance with the provisions of RSA 31:95-b, provided that said authority is granted indefinitely until such time as rescinded by a vote of the Town Meeting.

- Town of Alton, 1994

Warrant Article for Retaining Town-Owned Land for Conservation Purposes

To see if the Town will vote to retain ownership of lots 11-67,100 and 11-400,210 and 11-376,213 comprising a total of eight (8) acres located in the former Penhallow development off the East Washington Road as per RSA 80:80, V and place these lots under the supervision of the Bradford Conservation Commission in order to further the development of a trail system linking Town held conservation lands.

- Town of Bradford, 1999

Warrant Article for Acceptance of Land Donation as Town Forest

To see if the Town will accept a 41.69 acre gift of land from Forrest and Vera Fogg, being tract #C3-1-2 that lies North of Gorham Pond Road adjacent to the Kuncanowet Town Forest and Conservation Area, upon mutual satisfaction of the conditions agreed upon by Forrest and Vera Fogg and the KTFCA committee. When the transfer is completed, this tract is to be dedicated as part of the Kuncanowet Town Forest and Conservation Area designated by Articles Z and XI at the 1989 Town Meeting.

- Town of Dunbarton, 1994

Warrant Article for Permanent Discontinuance of Road

To see if the Town will vote to discontinue and relinquish all interests of the Town therein a portion of Sand Road beginning at a point nine hundred fifty feet (950') from Pembroke Street/Route 3 and terminating at Sheep Davis Road/Route 106, pursuant to RSA 231:43, provided that the Town incurs no expense resulting from the discontinuance.

- Town of Pembroke, 1997

Warrant Article for Reclassifying a Class VI Highway to a Class A Trail

To see if the Town will vote to reclassify Smith Road, a Class VI highway, and the Class VI portion of Dunfield as Class A Trails in accordance with RSA 231-A. A Class A trail is a full public right of way subject to public trail use restrictions. It may not be used for vehicular access to any new building, but it may be used by abutting landowners to provide access for agriculture and forestry and to any building existing prior to its designation as a Class A trail. The municipality shall bear no responsibility for maintaining the trail for such uses.

- Town of Bradford, 1997

Warrant Article for Designating a Scenic Road

To see if the Town of Sutton, NH will vote to designate Cotton Road, commencing at Baker Road, a scenic road in accordance with RSA 231:157 and 158, for the purpose of protecting and enhancing the rural and scenic character and beauty of Sutton.

- Town of Sutton, 1996



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RESOURCE REFERENCES**Publications**

A Hard Road to Travel, H Bernie Waugh, Jr of the New Hampshire Municipal Association 1997

New Hampshire Non-Motorized Multi-Use Trails Manual, Merrimack River Watershed Council 1996

Building Foot Trails: A Guide for Towns and Landowners, Ted Bonner circa 1996

Best Management Practices for Erosion Control During Trail Maintenance and Construction, NH Department of Revenue and Economic Development 1996

Handbook for Municipal Conservation Commissions in New Hampshire, NH Association of Conservation Commissions, 1988 with revisions through 1997

At What Cost? Shaping the Land We Call New Hampshire, edited by Richard Ober, Society for the Protection of NH Forests 1992

Trails for the 21st Century: A Planning, Design, and Management Manual for Multi-Use Trails, Rails-to-Trails Conservancy 1993

Secrets of Successful Rail-Trails: An Acquisition and Organizing Manual for Converting Rails into Trails, Rails-to-Trails Conservancy 1993

Concord Trail System, Concord Conservation Commission 1997

NH / Central Region Public Land Trusts

Audubon Society of NH
Silk Farm Road, PO Box 8200
Concord, NH 03301 ▲ 224-9909

Ausbon Sargent Land Preservation Trust
Deborah Stanley, Executive Director
PO Box 2040
New London, NH 03257 ▲ 526-6555

Bearpaw Regional Greenways
Frank Mitchell, President
PO Box 19
Deerfield, NH 03037 ▲ 463-7562

Bow Open Spaces
Bob Dawkins, Treasurer

APPENDIX C: VOLUNTEER RESOURCES

41 South Bow Road
Bow, NH 03304 ▲ 225-3678

Concord Conservation Trust
Douglas Woodward, Chair
54 Portsmouth Street
Concord, NH 03303 ▲ 224-9945

Gilmanton Land Trust
c/o Tom Howe and Sarah Thorne
RFD 1 Box 429
Gilmanton IW, NH 03837 ▲ 364-6131

Harris Center for Conservation Education
Meade Cadot, Director
341 Kings Highway
Hancock, NH 03449 ▲ 525-3394

Highland Lake Association
James Lane, President
PO Box 103
Washington, NH 03280

Lakes Region Conservation Trust
Tom Curren, Executive Director
PO Box 1097
Meredith, NH 03253 ▲ 279-3246

The Nature Conservancy
2 1/2 Beacon Street, Suite 6
Concord, NH 03301 ▲ 224-5853

Society for the Protection of NH Forests
54 Portsmouth Street
Concord, NH 03301 ▲ 224-9945

Trust for Public Lands
Peter Forbes, Regional Director
33 Union Street
Boston, MA 02108 ▲ (617) 367-6200

Turkey River Basin Trust
Mary Louise Hancock, Chair
33 Washington Street
Concord, NH 03301 ▲ 225-9721

State / Other Agencies

Appalachian Mountain Club (AMC)
Business Office
PO Box 298
Gorham, NH 03581 ▲ 466-2721

Army Corps of Engineers (ACE)
424 Trapelo Road
Waltham, MA ▲ (617) 647-8111

Central NH Regional Planning Commission (CNHRPC)
12 Cross Street
Penacook, NH 03303 ▲ 753-9374

Trails Bureau
NH Department of Revenue and Economic Development (NH DRED)
172 Pembroke Road, PO Box 1856
Concord, NH 03302-1856 ▲ 271-3254

NH Department of Revenue Administration (NH DRA)
45 Chennell Drive, PO Box 457
Concord, NH 03302-0457 ▲ 271-2191

NH Municipal Association (NHMA)
Triangle Park Drive, PO Box 617
Concord, NH 03302 ▲ (800) 852-3358

Rivers and Trails
National Park Service (NPS)
5 Thomas Hill
Woodstock, VT 05091 ▲ (802) 457-4323

NH Association of Conservation Commissions (NHACC)
54 Portsmouth Street
Concord, NH 03301 ▲ 224-9945

NH Department of Environmental Services (NH DES)
6 Hazen Drive, PO Box 95
Concord, NH 03305 ▲ 271-3503

APPENDIX C: VOLUNTEER RESOURCES

NH Department of Transportation (NH DOT)
1 Hazen Drive, PO Box 483
Concord, NH 03305 ▲ 271-6495

Merrimack County Conservation District
10 Ferry Street, Box 312
Concord, NH 03301 ▲ 223-6023

Hillsborough County Conservation District
468 Route 13 South
Milford, NH 03055 ▲ 673-2409

Merrimack County (UNH) Cooperative Extension
315 Daniel Webster Highway
Boscawen, NH 03303 ▲ 225-5505

Hillsborough County (UNH) Cooperative Extension
Route 114
Goffstown, NH 03045 ▲ 624-9481

Rails-to-Trails Conservancy
1100 Seventeenth Street NW
Washington, DC 20036 ▲ (202) 331-9696

NH Office of State Planning
2 1/2 Beacon Street
Concord, NH 03301 ▲ 271-2155

NH Fish and Game
2 Hazen Drive, PO Box 6500
Concord, NH 03305 ▲ 271-3421

Citizens for NH Land and Community Heritage
54 Portsmouth Street
Concord, NH 03301 ▲ 224-9945

US Army Corps of Engineers
New England District
424 Trapelo Road
Waltham, MA 02254 ▲ (617) 647-8220

Central Region Conservation Commissions

Allenstown Conservation Commission

Town Hall

16 School Street

Allenstown, NH 03275 ▲ 485-4276

Boscawen Conservation Commission

Town Hall

17 High Street

Boscawen, NH 03303 ▲ 796-2426

Bow Conservation Commission

Town Hall

10 Grandview Road

Bow, NH 03304 ▲ 225-3008

Bradford Conservation Commission

Town Hall

75 West Main Street

Bradford, NH 03221 ▲ 938-5900

Canterbury Conservation Commission

Town Hall

Hackleboro Road, PO Box 500

Canterbury, NH 03224 ▲ 783-9955

Chichester Conservation Commission

Town Hall

54 Main Street

Chichester, NH 03234 ▲ 798-5350

Concord Conservation Commission

City Hall

41 Green Street

Concord, NH 03301 ▲ 225-8515

Deering Conservation Commission

Town Hall

RR 1, Box 166

Hillsborough, NH 03244 ▲ 464-3248

Dunbarton Conservation Commission

Town Hall

1011 School Street

Dunbarton, NH 03045 ▲ 774-3541

Epsom Conservation Commission

APPENDIX C: VOLUNTEER RESOURCES

Town Hall
Suncook Valley Highway, PO Box 10
Epsom, NH 03234 ☎ 736-9002

Henniker Conservation Commission
Town Hall
2 Depot Hill Road
Henniker, NH 03242 ☎ 428-3221

Hillsborough Conservation Commission
Town Hall
29 School Street, PO Box 7
Hillsborough, NH 03244 ☎ 464-3877

Hopkinton Conservation Commission
Town Hall
330 Main Street
Hopkinton, NH 03229 ☎ 746-3170

Loudon Conservation Commission
Town Hall
29 South Village Road, PO Box 7837
Loudon, NH 03301 ☎ 798-4541

Pembroke Conservation Commission
Town Hall
311 Pembroke Street
Pembroke, NH 03275 ☎ 485-4747

Pittsfield Conservation Commission
Town Hall
85 Main Street, PO Box 98
Pittsfield, NH 03263 ☎ 435-6773

Salisbury Conservation Commission
Town Hall
9 Old Church Road, PO Box 214
Salisbury, NH 03268 ☎ 648-2473

Sutton Conservation Commission
Town Hall
93 Main Street, PO Box 85
North Sutton, NH 03260 ☎ 927-4416

Warner Conservation Commission
Town Hall
5 East Main Street, PO Box 265
Warner, NH 03278 ☎ 456-2298

Webster Conservation Commission
Town Hall
945 Battle Street
Webster, NH 03303 ☎ 648-2272

STEPS TO CREATING A MUNICIPAL TRAIL SYSTEM

Steps to Creating a Municipal Trail System

1. Gather an Interested Group of People

- local officials (Conservation Commission, Planning Board, Selectmen, Historic District Commission)
- landowners, enthusiasts and retired folks
- snowmobile, biking, and equestrian clubs
- teachers and school children
- Boy and Girl Scouts

2. Inventory Existing Trails, Rights-of-Way, Class VI Roads, and Utility Corridors

- record general locations on maps
- find detailed parcel information in Town Hall, Registry of Deeds, or by other source
- record the actual geographic position by using Global Positioning System (GPS) technology
- document trail condition, maintenance and usage information

3. Determine Where to Link the Trails or Create New Trails

- note those parcels which are desired in accordance with the Master Plan

4. Produce a Plan of the Findings

- why are trails important?
- consider conservation land and what future areas to focus on
- address land management: i.e., topography, special characteristics, suitable uses
- produce a detailed listing of the information about each existing and proposed trail
- decide what uses of each trail are most appropriate
- include appendices of maps, sample landowner agreements, sample conservation easement deeds, trail checklists, volunteer liability forms, statutes, sample warrant articles

5. Implement the Plan

- adoption of the Plan by the Planning Board as a component of the Master Plan
- Town designation of select trails as official (enforceable) Class A & B trails
- contact landowners of identified parcels and initiate the process of seeking permission
- pursue grants, volunteer labor, local donations, technical expertise
- trail construction and maintenance

6. Promote the Trails

- meet on a monthly or bi-monthly basis to coordinate trails happenings
- produce a brochure or small guidebook of the trails with descriptions
- ask for volunteer “trailmeisters” to maintain trails and report problems
- partner with other public/private groups in Town or local schools
- hold trail maintenance events or trails naming contests
- produce signage



VOLUNTEER LIABILITY FORM

(on Conservation Commission letterhead)

Volunteer Liability Form
NH Revised Statutes Annotated 508:17

HENNIKER CONSERVATION COMMISSION

What is RSA 508:17?

It states that volunteers working for nonprofit organizations are not held liable for damages or accidents that may occur while acting with good faith during their volunteer tenure with the organization. In the case of the duly organized Henniker Conservation Commission, of which the Trails Committee is a subcommittee of, such volunteer work includes trail-related activities, equipment handling, site investigation, and other duties associated with being a volunteer for this organization. RSA 508:17 protects you from civil liability.

Dear _____,

You are hereby recognized as a volunteer of the Henniker Conservation Commission, which exists for the following purposes:

- to regularly inventory natural resources and open space;
- to acquire and manage conservation land in an effective manner;
- to create and maintain recreational trails for the benefit of the public;
- to monitor the proper adherence of protective ordinances and legislation; and
- to provide guidance to the Planning Board and Board of Selectmen on conservation-related matters.

Your tenure as a volunteer will continue until your resignation or until your termination by the organization.

Thank you for your service.

 Chair, Henniker Conservation Commission

 Date

 Selectman, Henniker Board of Selectmen

 Date

04/01/99

VOLUNTEER TRAIL MAINTENANCE AGREEMENT "ADOPT-A-TRAIL"

(on Conservation Commission letterhead)

**Volunteer Trail Maintenance Agreement
"Adopt-A-Trail"**

HENNIKER CONSERVATION COMMISSION

I/We, _____ of _____,
Henniker, (herein after referred to as "Trailmeister") hereby volunteer to periodically monitor and
maintain the

_____ Trail (herein after referred to as the "Trail") of the
Town of Henniker in accordance with the attached Trail Maintenance Job Description.

I/We also agree to coordinate with the Trails Committee of the Henniker Conservation Commission on a
regular basis to report on activities related to the Trail, using the attached Trail Report Form as a guide.

If I/We cannot to fulfill the duties as a Trailmeister as noted in the attached Trail Maintenance Job
Description, I/We agree to inform the Chair of the Trails Committee who may offer another
person/family the opportunity to "Adopt" this Trail.

I/We may, with written notice to the Chair of the Trails Subcommittee, resign from my/our volunteer
Trailmeister duties at any time.

Trailmeister

Date

Trailmeister

Date

Chair, Henniker Trails Committee

Date

Chair, Henniker Conservation Commission

Date

04/01/99

TRAIL MAINTENANCE GUIDELINES "JOB DESCRIPTION"

(on Conservation Commission letterhead)

Trail Maintenance Guidelines: ***a "Job Description"*** **for the Volunteer Trailmeister**

HENNIKER CONSERVATION COMMISSION

Welcome, Trailmeister! Thank you for volunteering your time and energy to the recreational trails within the Town. We are very proud of what we have accomplished and look forward to more ways to share our trails with the public. Volunteer efforts are the foundation of our success. We believe you will find your experience rewarding and satisfying. In order to help you with your efforts, this "Job Description" outlines what is asked of you as a Trailmeister:

Periodic Services of the Trailmeister

Guideline 1

Trail Reporting



- Walk your Trail and report problems or interesting finds you encounter on a Trail Report Form.
- Coordinate with the Trails Committee on a regular basis:
- Orally report on your Trail
- Provide a copy of the Report Form to the Chair of the Trails Committee for permanent recordkeeping.

Guideline 2

Trail Maintenance



- Perform light trail maintenance on a periodic basis such as picking up trash, removing fallen limbs, filling map boxes with maps, and trimming overgrown branches.
- We do not expect you to perform hard labor on your own! If you are interested, tools and expertise are available to you for larger projects such as removing fallen trees, installing map boxes, or blazing the trail. If not, a team of Trails Overseers will gladly do harder tasks.

In addition to **Trail Reporting** and **Trail Maintenance**, we also hold other events, activities, and gatherings such as monthly Trails Committee meetings, National Trails Day, trail blazing, or new trail construction. A Trails Guidebook, a document intended to provide the public with maps and narratives about every maintained trail within the Town, will be created. We can find something for every interest - just ask!

If at any time you have questions or encounter any problems, please call the Henniker Town Hall at 428-3221 during business hours or call a Trails Overseer during the evenings and weekends.

06/29/99 - based upon Guidelines from the City of Concord

TRAIL REPORT FORM

Trail Report Form
HENNIKER TRAILS COMMITTEE

Trail: _____ Date: _____

Performed by: _____

At the Trailhead (s):

Please fill the map boxes with maps. ☐

Are cars parked where they should be? ☐no ☐yes How many are present? _____

Is there any vandalism apparent to map boxes, trees, or surroundings?

☐no ☐yes _____

Are the trail signs clearly visible at both ends of the trail? ☐yes ☐no _____

On the Trail:

Please pick up litter and move fallen limbs to the side. ☐ Please trim overgrown branches. ☐

Are the blazes clearly visible? ☐yes ☐no _____

How many people did you encounter? _____ What age groups? _____

What were they doing? (hiking, biking, skiing, jogging, picnicking, etc) _____

Do you see evidence of restricted uses of the trail? ☐no ☐yes _____

Are there sections of the trail that appear dangerous? ☐no ☐yes _____

Did you see any wild animals or interesting sights? ☐no ☐yes _____

Did you notice any erosion, washouts, or wet spots that were hard to cross? ☐no ☐yes _____

Is additional work required?

- large item removal (tree, appliance, boulder) ☐no ☐yes _____

- repair of vandalism ☐no ☐yes _____

- re-blazing of trees ☐no ☐yes _____

Other Comments:

CERTIFICATE OF VOLUNTEERISM

Certificate of Volunteerism

This is to certify that

is appreciatively recognized on August 1, 1999 as
a volunteer steward

of the

Trail

of the Town of Henniker, New Hampshire.

, Conservation Commission Chair

, Trails Committee Chair



This Section

- γ Base Map
- γ Topographic Map
- γ Public Lands, Easements, and Rights-of-Way Map
- γ Existing Trail System Map
- γ Proposed Open Space Trail System Map